MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

IT IS SURPRISING
HOW TORIC LENSES
CLEAR YOUR VISION
AND ENHANCE
YOUR PERSONAL
APPEARANCE.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,363 號三十六百三零萬二第 日九十月八年玄癸 HONGKONG, SATURDAY, SEPTEMBER 29TH, 1923. 六拜禮 號九廿月九年二十國民華中 PRICE, $3 PER MONTH

INTIMATIONS

A NEW SPECIALITY
BASS' LIGHT
SPARKLING ALE
PURPLE TRIANGLE.

Specially brewed for hot climates, lighter than the well-known Red Triangle.

CALDBECK,
MACGREGOR
& CO., LTD.,
15, QUEEN'S ROAD, CENTRAL.
TELEPHONE: CENTRAL No. 75.
[51

SPORTING.

SPORTING GUNS by W. W. GREENER and Other Makers—British, French and American—also SPORTING CARTRIDGES of all descriptions.
Sportsmen are cordially invited to inspect Samples of GUNS by WEBLEY and SCOTT now on view at our Store.
THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
5-6, BEACONSFIELD ARCADE.
[89

PEAK TRAMWAYS CO., LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m.,	7.10 a.m.	
7.30	to 8.00 „ every 15 minutes	Stopping
8.00 „	to 8.20 „ „ 10 „	Stopping
8.30	„	Non Stop
8.37	„	Stopping
8.47	„	Non Stop
8.54	„	Stopping
9.04	„	Non Stop
9.11	„	Stopping
9.20	„	Stopping
9.30 a.m. to 11.00	„ every 10 minutes	Stopping
11.30 „	to 12.30 p.m. „ 15 „	Stopping
12.40	„	Non Stop
12.47	„	Stopping
12.57	„	Non Stop
1.04	„	Stopping
1.13	„	Non Stop
1.20	„	Stopping
1.30 p.m. to	4.00 „ every 10 minutes	Stopping
4.00 „	to 4.30 „ „ 15 „	Stopping
4.30 „	to 6.30 „ „ 10 „	Stopping
6.40	„	Non Stop
6.47	„	Stopping
6.57	„	Non Stop
7.04	„	Stopping
7.13	„	Non Stop
7.20	„	Stopping
7.30	„	Non Stop
7.37	„	Stopping
7.47	„	Non Stop
7.54	„	Stopping
8.03	„	Non Stop
8.10	„	Stopping

SUNDAYS.

7.00 a.m.,	7.10 a.m.	
7.30 a.m. to	9.30 „ every 15 minutes	
9.30 „ „	11.00 „ „ 10 „	
1.15 „ „	12.00 noon „ 15 „	Stopping
12.00 noon „	1.00 p.m. „ 10 „	
1.00 p.m. „	2.30 „ „ 15 „	
2.30 „ „	4.30 „ „ 10 „	
4.30 „ „	5.3 „ „ 15 „	
5.30 „ „	6.30 „ „ 10 „	
	6.40 „	Non Stop
	6.47 „	Stopping
	6.57 „	Non Stop
	7.04 „	Stopping
	7.13 „	Non Stop
	7.20 „	Stopping
	7.30 „	Non Stop
	7.37 „	Stopping
	7.47 „	Non Stop
	7.54 „	Stopping
	8.03 „	Non Stop
	8.10 „	Stopping

SATURDAYS:
Extra Car—12 midnight.
NIGHT CARS—WEEKDAYS AND SUNDAYS
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.00 p.m. every 30 minutes Stopping
1.15 „ „ 11.45 „ „ 15 „ Stopping

SPECIAL CARS
BY ARRANGEMENT AT THE COMPANY'S OFFICE ALEXANDRA BUILDINGS.
Hongkong, 1st June, 1923. [885

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.		A.M.	A.M.	A.M.	NOON	P.M.		P.M.	P.M.	P.M.	P.M.
Kowloon .....dep.	6.41	7.10	Sundays only.	8.35	9.15	10.28	12.00	1.18	Sundays & Public Holidays only.	2.52	4.34	5.27	7.09
Yaumati .....dep.	6.51	7.18		...	9.25	10.38	12.09	1.27		3.01	4.43	5.37	7.20
Shatin .....dep.	7.08			...	9.38	10.50	12.21	1.39		3.13	4.55	5.50	7.32
Taipo .....dep.	7.17			9.02	9.52	11.03	12.34	1.52		3.26	5.08	6.03	7.45
Taipo Market ...dep.	7.22			...	9.57	11.08	12.38	1.56		3.30	5.12	6.07	7.49
Fanling .....dep.	7.33			...	10.08	11.19	12.48	2.06		3.40	5.23	6.17	7.59
Sheung Shui ...dep.	7.38			9.13	10.13	11.23	12.52	2.10		3.44	5.27	6.21	8.03
Shum Chun .....arr.	7.44			9.19	10.19	11.29	12.58	2.16		3.50	5.33	6.27	8.09
Shek Lung .....arr.	...			...	2.22	...	4.38	...		...	...	...	...
Canton .....arr.	...			...	5.04	...	...	...		...	...	...	...

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Canton .....dep.								8.45			
Shek Lung .....dep.							9.30	11.45			
Shum Chun.....dep.	7.22	8.06	9.28	10.37	11.40	2.58	4.36	5.12	6.05	6.30	
Sheung Shui ...dep.	7.29	8.13	9.34	10.44	11.47	3.05	4.44	5.19	6.12	6.37	
Fanling .....dep.	7.33	8.18	9.38	10.48	11.51	3.10	4.49	5.23	6.17	6.41	
Taipo Market ...dep.	7.43	8.29	9.48	10.58	12.02	3.21	5.01	5.33	6.27	6.51	
Taipo .....dep.	7.47	8.34	10.12	11.03	12.07	3.27	5.08	5.37	6.31	6.55	
Shatin .....dep.	8.00	8.47	10.25	11.16	12.21	3.40	5.23	5.50	6.44	7.08	
Yaumati .....dep.	7.27	8.14	8.59	10.38	11.28	12.34	3.53	5.37	6.02	6.56	7.20
Kowloon .....arr.	7.35	8.23	9.09	10.46	11.36	12.42	4.01	5.45	6.10	7.04	7.28

Sundays only. Sundays & Public Holidays only. Sundays & Public Holidays only.

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ...dep.	7.45	11.30	2.20	6.20	Shataukok..dep.	6.30	10.15	1.05	5.00
Shataukok...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from Messrs. THOS. COOK & SON, HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONGKONG.
53] ROBERT BAKER, Manager.

J. T. SHAW.
LADIES' AND GENTLEMEN'S TAILOR,
TELEPHONE CENTRAL 692.
By S.S. "NELLORE"
JUST UNPACKED NEW SHIPMENT OF WOOLLEN SUITINGS FOR THE AUTUMN AND WINTER.
INSPECTION CORDIALLY INVITED.
No. 11. Beaconsfield Arcade
(Opposite City Hall).

THE STANDARD LIFE ASSURANCE CO.
TWO SCHEMES:
(1) The CHILDRENS' EARLY PROVIDENT SCHEME. Combines the very latest and best features of Assurance and Investment for the benefit of your Child.
(2) PARTNERSHIP ASSURANCE. A plan of Assurance appealing to business men.
DODWELL & CO., LTD.,
AGENTS,
74] 2, Queen's Buildings.

KAIPING COAL
COKE,
FIREBRICKS.
STONEWARE PIPES
GLAZED TILES.
THE KAILAN MINING ADMINISTRATION
HEAD OFFICE:—TIENTSIN.
AGENTS: DODWELL & CO., LTD.,
HONGKONG. [29

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG—CANTON LINE.
Sailings:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
HONGKONG—MACAO LINE.
Sailings to Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only).
Sailings from Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 4 p.m. only).

Further information may be obtained at the Company's Office, 4 A, Des Voeux Rd. Central Messrs. THOS. COOK & SON, or the American Express Company Hongkong. [13

Tel. Central 2313. P. O. Box 530.
HAWTHORNE & PEARSON
LADIES' & GENTLEMEN'S TAILORS AND BREECHES MAKERS
St. George's Buildings, Ice House Street
Next to Cafe Wiseman.

Tel. Central 2313. P. O Box 530.
MADELINE PEARSON
AFTERNOON AND EVENING GOWNS
CHARMING HATS AND FLOWERS
NOW SHOWING.
St. George's Buildings, Ice House Street
(Next to Cafe Wiseman).
[61

Hotels JAPAN AND MANCHURIA
Members of Japan Hotel Association
c/o TRAFFIC BUREAU, DEPT. OF RAILWAYS, TOKYO.

Average Rates for Single Rooms (without Bath) including meals
Y. 10—13 in cities and some popular resorts.
Y. 8—10 in country districts.

IN JAPAN PROPER

Chuzenji (Nikko):—Lakeside Hotel
Kamakura:—Kaihin Hotel
Karuizawa:—Mikasa Hotel, Mampei Hotel
Kobe:—Oriental Hotel, Tor Hotel
Kyoto:—Kyoto Hotel, Miyako Hotel
Matsushima:—Park Hotel
Miyajima:—Miyajima Hotel
Miyanoshita:—Fujiya Hotel
Nagasaki:—Japan Hotel
Nagoya:—Nagoya Hotel
Nara:—Nara Hotel
Nikko:—Kanaya Hotel, Nikko Hotel
Osaka:—Osaka Hotel
Shimonoseki:—San-ye Hotel
Shizuoka:—Daitokwan Hotel
Tokyo:—Imperial Hotel, Imori Hotel, Tokyo Station Hotel, Tsukiji Seiyoken Hotel
Yokohama:—Grand Hotel

IN TAIWAN (FORMOSA)
Taihoku:—Taiwan Railway Hotel

IN CHOSEN
Fusan:—Fusan Station Hotel
Keijo (Seoul):—Chosen Hotel
Shingishu:—Shingishu Station Hotel

IN MANCHURIA
Changchun:—Yamato Hotel
Dairen:—Yamato Hotel
Hoshizaura:—Yamato Hotel
Hoten (Mukden):—Yamato Hotel
Kyojun (Port Arthur):—Yamato Hotel

SEAMEN'S INSTITUTE
21, PRAYA EAST, HONGKONG.
FOR the use of all Men of the Mercantil Marine and H.M. Navy.
Reading and Writing Rooms, Billiard Room
Officers Room, C.P.O.'s Room, Restaurant
Concert Hall, Church
Private Cabins and beds in Dormitories
Steam Launch "Darspring." [9

A. LING & CO.,
19, Queen's Road Central,
HONGKONG.
FURNITURE AND PHOTO GOODS STORE.
Glass Polishing, Sign-Board and Mirror Makers.
Canton Marble in Various Shades.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging Undertaken.
Telephone Central 1219. [90

HOTELS

LEADING FAR EASTERN HOTELS.

HONGKONG:—HONGKONG HOTEL
PEAK HOTEL
REPULSE BAY HOTEL
SHANGHAI:—ASTOR HOUSE HOTEL
PALACE HOTEL
GRAND HOTEL KALKE
PEKING:—GRAND HOTEL DES WAGON LITS
THE HONGKONG HOTEL CO. LTD.
In conjunction with
THE SHANGHAI HOTELS, LTD.
and
THE GRAND HOTELS DES WAGONS LITS, LTD
[44

KING EDWARD HOTEL.
CENTRAL LOCATION
Electric Lifts and Lighting.
Telephone on each floor.
Hote Launch meets all Steamers.
Telephone Central No. 373.
Tel. Address: VICTORIA.
J. WITCHELL,
45. Manager.

VICTORIA HOTEL
CANTON.
Only 4 hours from Hongkong by Rail in most luxurious rail coaches.
or
7 hours by Water in very up-to-date Steamers via the Pearl River.
The Only European Hotel in Canton.
Cooking exclusively under European supervision.
Official Hotel for all the leading Tourist Co. in the World.
European or American Plan
This Hotel has just been renovated and brough up-to-date, including one of the most spacious Lounges in the Orient, 1923.
CHRISTOPHER BUTTON,
47] Manager.

PALACE HOTEL, KOWLOON
Corner of Haiphong & Hankow Rds.
Tel. K. 3. Tel. Address: Palace.
TWO Minutes from Ferry and Railway Station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor
BAR AND BILLIARD ROOMS
TERMS MODERATE.
Special arrangement for families on application to—
J. H. OXBERRY,
46 Proprietor.

ASTOR HOUSE HOTEL
QUEEN'S ROAD CENTRAL.
NEW DINING ROOM opened for Meals a la Carte.
Excellent Cuisine.
Monthly Tickets for Tiffins & Dinners.
For further particulars apply to
1015] THE MANAGER.

BEAUTIFY YOUR HOME
Flowers Beautify and make attractive the Home as nothing else can do.
FOR SALE
FLOWER AND VEGETABLE
SEEDS.
GRAGA & CO.,
DEALERS IN GARDEN SEEDS, POSTAGE STAMPS, POSTCARDS, TOYS, ETC.
No. 29, WYNDHAM ST., HONGKONG.
P.O. Box 680.

O. B. BEER

PRODUCE OF MANILA.

UNEQUALLED IN QUALITY

THE PREMIER BEER

NOW ON THE MARKET.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,

WINE MERCHANTS.

No. 8, QUEEN'S ROAD CENTRAL

Tel. Central No. 135. HONGKONG. [183

DAIRY FARM NEWS,

AND THE BEST YOU'VE HEARD FOR A LONG TIME.

We have Just Received

A Shipment of

CANADIAN FISH,

including

RED SPRING SALMON,
CHICKEN HALIBUT,
SILVERSIDE SALMON.

Order Early and Insure a Real Treat.

WHEN CHOOSING

An Insect Destroyer and Germicide three important points should be considered. These are:—

Efficacy, Economy in Use, and Price.

LOTOL

is More Efficacious, More Economical in Use and Lower in Price.

Refuse Substitutes.

[836

RADIO EQUIPMENT

the Tests being made by the

Hongkong Hotel Co., Ltd.

May be heard in your own home, but be certain the Set you secure has been approved by the Postmaster General.

We Guarantee

Our British made Sets to comply with any future Rules and Regulations in respect of Receiving Sets in Hongkong.

ELECTRICAL DEPT.

Hongkong Hotel Co., Ltd.

PRESCRIPTIONS

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory

THE PHARMACY,

THE RED BUILDING (OPPOSITE ICE HOUSE ST

OUR LONDON LETTER.

MR. NEVILLE CHAMBERLAIN'S APPOINTMENT AS CHANCELLOR.

WIRELESS INSTALLATIONS IN SHIPS' LIFEBOATS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, August 30th.

THE NEW CHANCELLOR.

Mr. Neville Chamberlain's appointment as Chancellor of the Exchequer has let loose a flood of gossip, some of it friendly and a good deal of it malicious. The critics of the Government pretend to believe that Mr. Baldwin has received a rebuff because he has failed to secure the services of Mr. McKenna. But there is really no political capital to be made out of what has happened.

When Mr. Baldwin succeeded to the Premiership he invited Mr. McKenna to join the Government as Chancellor. Although he was a Liberal and Free Trader, his great knowledge of finance and banking and also of foreign trade marked him out from all available Conservatives as an ident man for the post. Since he left the House of Commons a few years ago he has been Chairman of the London City and Midland Bank, one of the "Big Five." He accepted the invitation on condition that he would not have to fight a contested election, for which he is unfitted owing to the state of his health, and for the same reason he was unable to promise to take office, even if a seat were found for him, for several months.

Since then the efforts that have been made to find a seat have all been unavailing. It was hoped that Sir Frederick Banbury would have accepted a Peerage and made way for Mr. McKenna as one of the Members for the City of London; but the Die-Hard Conservatives in the City set to work and turned down the proposal. Other constituencies were sounded without result. The fact is that there is now a fixed determination everywhere to refuse to accept a candidate, however eminent, at the bidding of the Party managers in London. So far as this denotes the assertion of a spirit of independence it is all to the good.

A LEAP IN THE DARK.

Mr. Neville Chamberlain's appointment is purely speculative. There is considerable doubt whether he is a man big enough for the position of Chancellor in the present difficult financial state of the country. He has, however, what I may call the great Chamberlain tradition. The second son of Joseph Chamberlain, he has had municipal experience in Birmingham, as his father had before him, and as brother of Mr. Austin Chamberlain, a predecessor of his in office as Chancellor, it may be presumed that he will not lack friendly and fraternal guidance when he assumes his great responsibilities.

He goes to the Treasury with the unique record of having been at the head of three different Departments in the short space of 11 months. In Mr. Bonar Law's Ministry he was Postmaster-General, and last March he succeeded Sir A. Griffith-Boscawen as Minister of Health.

THE CROSS-CHANNEL AIR SERVICE.

The disaster to the Paris-London aeroplane near Maidstone this week (August 27th) has prompted a call for a searching inquiry. Several previous crashes have all been on the same line, and it is obvious that, unless something is done to re-assure the public that the French system of overhauling machines before starting for the trip is as effective as the English system, the traffic from France will dwindle to a serious extent.

Only a few days before this smash occurred the French aeroplane transport combination announced a cut in the fares from six guineas to £4/10/- for the single journey, and from twelve guineas to £9 for the return ticket. It is a challenge to the English company, and is made possible by the more liberal subsidy which is paid to the French aeroplane service. No doubt the explanation is to be found in the small number of passengers patronising the latter, and lower fares is a bid to regain lost custom. The vast majority of cross-Channel travellers prefer to fly in the English machines, which have a proud record of freedom from serious accidents.

BURIED TREASURE.

There is something romantic that makes a very wide appeal in the quest for sunken treasure. Even at this time of day there are people who would finance schemes to search for the fabled riches that went to the bottom of the sea with the Spanish Armada. But in all the long history of treasure-hunting nothing can compare with the story of the White Star liner *Laurentic*.

The ship has lain ninety feet below the surface, near the entrance to Lough Swilly, since she was torpedoed by a German submarine. In the strongroom were bars of gold worth between six and seven million pounds sterling, and about a million in silver. Nearly all this bullion has been recovered by divers employed by the Admiralty, and only about thirty bars of gold remain in the wreck. It has certainly been a magnificent bit of work to raise so much treasure. The men engaged could only work a few months in the year when the weather on that part of the Irish coast permitted the divers to go down.

It need scarcely be said that salvage operations in such circumstances are exceedingly dangerous. The divers formerly got a commission of one-sixteenth of the total value brought to the surface, but this was recently halved, and they profess themselves completely satisfied. Under the most favourable conditions salvage work is a gamble, and it was certainly so in this case: indeed, last Autumn the experts thought it would be impossible to recover any more of the treasure.

THE BOWLER AGAIN.

It is said on authority that the bowler hat is to come into its own again this Autumn; and, although the average man is apt to be sceptical when he hears that kind of prediction, the fact cannot be gainsaid that more bowlers are now being worn in London than for many years. It was the late King Edward who set the fashion with the Homburg, the soft felt hat which has been in favour for twenty years. It has now lasted quite long enough, according to the sartorial experts in the West End, and they predict that it will go out of fashion except for country wear.

The Prince of Wales, who wears every conceivable hat for every conceivable occasion at absolutely the correct angle, has returned to the hard felt. He is still a young man and cannot be expected to control men's fashions in dress as King Edward did for many years; but, all the same, he can and does create a vogue, especially among the younger generation. A point of interest in connection with hats is whether the "topper" will regain pride of place and keep the bowler company, as it were. For years it has been reserved for ceremonial occasions only. A fairly large number of City men have remained loyal to the silk hat, and it may be seen in all its glory of sleek perfection in and around Lombard Street. But it is scarcely conceivable that it will ever come back into general use; if it does, then the age of miracles certainly is not past!

WIRELESS IN LIFEBOATS.

The survivors of the ill-fated *Trevessa* met with a great reception on reaching London. What struck everyone who saw and spoke to them was their extreme modesty. It might be thought that to be at sea in open boats in the Pacific for a couple of weeks was a matter-of-fact event, and all in the day's work. The crowds that greeted them, the cheering that met them as they landed at Gravesend, and the evident determination to regard them as heroes was to these gallant sailors mildly surprising. Their attitude seems typically English in the desire to avoid hero-worship, or to appear conscious of having done anything out of the ordinary.

There is a suggestion that, with the example of the *Trevessa* as a case in point, the dangers of shipwreck would be lessened if lifeboats were fitted with wireless. But on inquiry I am told that most of the big shipping companies have already installed special wireless sets on one or more lifeboats carried by their ships. The *Homeric*, *Olympic*, *Aquitania*, and the *Majestic* of the White Star line, and some of the vessels belonging to the P. & O., the Orient, and the Royal Mail lines are equipped with wireless. The range of the installations in each case is fifty miles. This is considered enough for practical purposes, as it is thought unlikely that a ship's lifeboat adrift on the open sea would be more distant than this from passing ships, at any rate for an appreciable time.

It is further stated that the equipment of lifeboats with wireless will be carried out till most of the ocean-going passenger-ships are supplied.

HIGH TEA AT WESTMINSTER.

During the Parliamentary recess attention is being given to certain alterations that are deemed necessary at the House of Commons to improve the catering arrangements. The work is now in hand and will be completed by the time the House re-assembles on November 13th. The matter has arisen chiefly because Members now attend to their duties at Westminster in larger numbers than formerly, and also because the arrival of the Labour Party in force has brought about a change in the habits of our legislators.

In the old days only a proportion of Members of Parliament dined at the House of Commons. Conservatives and Liberals paired and went away in the evening to dine quietly at home or with friends in Mayfair and Belgravia. But those days are gone, probably for ever. The Labour men are not in Society, nor have they been accustomed to late dinners. Apart from that, many of them are in lodgings in London living on the pay that a more or less grateful country allows them for their valuable services as M.Ps. They prefer "high tea" to dinner in the evening, and this imposes upon the catering department new and special duties.

THE MEAT RAMP.

The Report of the Government Committee appointed to inquire into the high charges made for meat in the shops is naturally provoking a good deal of discussion. It could hardly be otherwise. The careful housewife has lamented the excessive price she has to pay for the most modest purchase, which is one side of the story; and on the other side we have had the farmers complaining that they cannot make a fair profit out of the bullocks they send to market, to be sold to the butchers, and in due course be turned into "the roast beef of old England," of which the ballad-maker has told us.

It now appears that the villians of the piece are the dealers, or wholesale buyers, attending cattle sales, who form "rings" in order to keep down the prices of animals at auction. These gentry, having bled the farmers, sell to the butchers at a greatly enhanced price, and hence the unreasonable figure at which meat is exposed for sale in the shops. Even this is probably not the whole explanation, for there is every reason to believe that the butchers have their own "rings" and settle prices so that free competition as between one shop and another in a town is eliminated, and the public are helpless.

There is talk about the Government taking action to break up the rings; but this is more easily said than done. Besides, Government interference with trading has not been exactly a blessing, as past experience proves, both during and since the war. A more hopeful endeavour is the promise of the Auctioneers' Institute to investigate the operations of the wholesalers who buy cattle "on the hoof." An auctioneer is in a position to know whether a ring is at work at a sale or not. Meanwhile, public opinion is incensed, and something drastic will have to be done.—H.B.

WORLD THEATRE

WEDNESDAY, 26th, to SATURDAY, 29th,
at 5.15 and 9.15 P.M.

FLORENCE VIDOR
in
"ALICE ADAMS"

Romance of A Girl Who Lost Her Popularity.

"MOUNT ETNA in ERUPTION"

Pathe Cameraman Risks Life Filming Phenomenon.

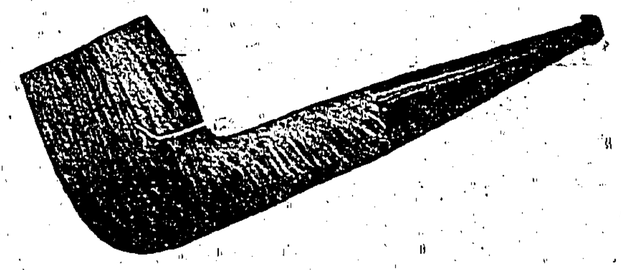
ADMISSION:—9.15 P.M.—$1.20 & 80 CTS.
5.15 P.M.—80 CTS. & 60 CTS.

2.30 & 7.15 p.m.

PEARL WHITE in "LUNDER."

BOOKING AT THE THEATRE.

"ALFRED DUNHILL"



We have no hesitation in stating that we hold the Largest Stock of Pipes in the Colony.

Our Stock embraces all different shapes of "DUNHILL" Pipes, beside other makers, "LOEWE," "BARLING," "WEINGOTT," "BARNEYS," "BRUMFIT" and BBB "ULTIMA THULE."—All at Very Reasonable Prices.

TABAQUERIA FILIPINA,

38, Queen's Road Central. Phone Central 3559.

NOTICE.

MESSRS. FINDLATER, MACKIE, TODD & CO., LTD.,

WINE & SPIRIT MERCHANTS;

LONDON.

The Agency for this Old Established, and Well Known Firm has been transferred from CARTERS, to JAMES H. BACKHOUSE, LTD., No. 1A, CHATER ROAD.

THE AMERICAN EXPRESS CO. INCORPORATED.

HEAD OFFICE:
NEW YORK CITY.

INTERNATIONAL BANKING-SHIPPING-TRAVEL

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT.
DEPOSIT AND CURRENT ACCOUNTS
FOREIGN EXCHANGE.
LETTERS OF CREDIT.
TRAVELERS CHEQUES.
LETTERS OF CREDIT.
STEAMSHIP PASSAGES.
HOTEL RESERVATIONS.
BAGGAGE INSURANCE.
CABLE AND POSTAL REMITTANCES.
PURCHASE OF BILLS OF EXCHANGE

Every approved Banking Shipping and Travel Transaction.

P. J. VANHECKE,
Manager.

RUSSO-ASIATIC BANK.

	Roubles.
CAPITAL (FULLY-PAID)	55,000,000
RESERVE FUND	26,960,000
CAPITAL CONTRIBUTED BY THE CHINESE GOVERNMENT ...	Kup. Tls 3,500,000
RESERVE FUND	1,750,000

HEAD OFFICE:
Paris 9, Rue Boudreau.
LONDON OFFICE:
64, Old Broad Street, E.C. 2.

BANKERS:
LONDON: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
NEW YORK: The Irving Bank—Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:

Changchun	Hankow	Manchouli	Tientsin
Chefoo	Harbin	Newchwang	Urumtchi
Dairen	Hongkong	Peking	Yokohama
Hailar	Kashgar	Shanghai	

HONGKONG BRANCH:
Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.

R. A. RODGERS,
Manager.

537]

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

Tel. Central 236. 2, Queen's Buildings.

AGENTS FOR

BRIGG'S BITUMINOUS ENAMELS & SOLUTIONS.

SOLE AGENTS FOR

"UNION"

ANTI-CORROSIVE and ANTI-FOULING COMPOSITIONS FOR SHIP'S BOTTOMS.

RADIO! RADIO! RADIO!

RADIO CODE

A New Method of Learning it Quickly.

For Radio Fans who wish to get something out of the immense amount of Morse Code that is broadcasted every hour of the day and night.

By

J. C. H. MACBETH

Author of the Marconi International Code, The Marconi Dictionary, Secret Ciphering, etc.

The Course is very simple, with practical demonstrations, enabling the beginner to pick up messages and translate them after the first lesson or two.

Price of Course Complete, with Records, $5 only.

OKEH STUDIO,

8, Des Vœux Road Central (Corner of Ice House Street).

Tel. No.—Central 4453.

SOCIETY OF ST. VINCNET DE PAUL

(Founded in Hongkong 1863.)

60th ANNIVERSARY GRAND CHARITY DRAW

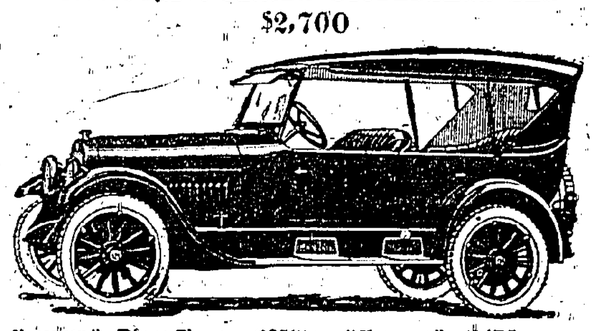
In Aid of the Funds of the Society for the Support of the Poor of Hongkong.

50 VALUABLE PRIZES.

INCLUDING

1923 MODEL 5-SEATER STUDEBAKER CAR

$2,700



"Gulbranson" Piano-Player ($950); "Neracar" ($475); "York" Brunswick Phonograph $400); "Singer" Electric Sewing Machine ($250); "Gecophone" Radio Set (£25), and 44 other Prizes.

TICKETS are Now on Sale at Various Clubs, &c. They may be also be obtained at the Hongkong Hotel Garage.

PRIZES to be Drawn for on Night of the "Al Fresco" Fete—2nd DECEMBER, 1923.

F. H. BARNES, President.
SIMON TSE YAN, Vice-President.
J. R. SHERRY, Treasurer.

1160]

Chamberlain's Cough Remedy

Cures Coughs, Colds, Croup, Sore Throat, Hoarseness, Bronchitis, Whooping Cough and all Throat Diseases.

Sold Everywhere.

"MY DUTCH WIFE."

"Where is my Dutch wife?" I demanded of the startled chambermaid who appeared at the door of my room in answer to my summons a few hours after my arrival in an up-to-date London hotel. It was clear that she regarded me as a sufferer from an unknown type of dementia which, had she known I had but recently returned after seven long years exile in the Straits, she would have attributed to the action of a tropic sun upon a weak intellect. The question, nevertheless, was an absolutely sensible one, prompted by no febrility of mind, and yet I was obliged, intimidated as I was by the mixture of compassion and fear depicted on her face, to dismiss the young lady with a muttered "Tid'apa," which must still further have strengthened her resolve to seek the assistance of the first medical gentleman she could find. I only hope, however, that that young lady will see what I have written here and think of me kindly.

It is remarkable how custom will upset the ordered scheme of things. Life in the Straits leaves one with "Tid'apa" as a stock expression on one's lips, and its meaning of "never" mind" typified in one's every day actions. Only those who have spent part of their lives in that part of the world where the Straits of Malacca flow smoothly down past the town of their name, into the Java Sea, can understand the wave of desolation and loneliness which surged over me as I regarded the bed on which I was to pass a fevered night, longing for my Dutch spouse. What cared I for the bright swans-down quilt, the warm blankets and the sweet smelling over sheet! For years I had slept without their warmth. I would not miss the thin netting which for seven years had enclosed me during long hot nights from the ravages of mosquitoes. But my Dutch wife! Never has matrimonial separation been as cruel.

As I have said, only those who have lived in the parts I have spoken of, will appreciate my sense of loss. They will support me too in the what may seem astounding assertion that within 24 hours of his arrival in the "immoral cesspool," Singapore, the formerly upright and moral assistant fresh from home finds himself provided with a companion who will share his nocturnal existence, at all events during his sojourn in the East. Even after one has shaken from one's feet the dust of the Orient, one cannot free one's self from the lady who has been thrust upon one in the days of one's freedom from guile.

I hope you moralists, however, will read further before you commit yourselves to opprobrium of a custom which is so firmly rooted. Absent-mindedly I have deprived you for the moment of the explanation of my seeming lapse from sanity in the presence of the chambermaid. Your opprobrium would be wasted. Indeed, it is not merited, in spite of the fact that babes, barely a month old, are among the adherents of the practice to which I have referred.

A Dutch wife is a wife only in name. I cannot conceive of the most persecuted of husbands treating his spouse with the brutality which is meted out to the harmless bolster which finds a place on every bed worthy the name to be slept on from Penang to Singapore, from Kota Raja to Deli. How the lady achieved marital rank and her name is shrouded in mystery. The only clue is the fact that her use undoubtedly had its origin among the early Hollandaise in the Netherlands Indies.

As soon as the new born infant takes its appearance into the world a miniature Dutch wife is provided for it: in less than a year the babe has become an expert in its treatment, throwing its leg across in the abandon of childhood, even as do its elders in a more dignified fashion, or hugging it tightly in the arms too woo the sleep that is often a long time coming in the tropics. The Dutch wife is intended, and does bring relief during the hot nights of the East. It is a wonderful companion which I can also recommend to the English schoolboy for breaking-up pillow fighting occasions, for it makes an excellent weapon of offence.

How X—will get on without his "lady" through the long voyage to England next month, particularly as his vessel swelters through the Red Sea I cannot imagine, for, although the East has known him for barely three years, he is a Dutch wife fanatic. Very probably he will resort to the use of one of his pillows, as one is obliged to do on the night mail which runs through the rubber country of the Malay States, and also on the small coastal steamers plying in the Straits, for commercially-minded railway and steamship authorities do not recognise the luxury and, very probably, would seek to charge double fare were an attempt made to take the lady.

But one attempt has been made and, so far as I know, has been successfully accomplished by a returning exile to England, and one of the dignified P. and O.'s gave refuge to a pair whose union was certainly not in accord with the conveyances. I saw the beginning of the affair, for I was on the spot when it happened, intending to see a brother journalist out of the country. The departure of the steamer was imminent when my friend, as we were talking together, gave expression to what sounded like a good Anglo-Saxon oath. In a trice he had bounded down the gangway and into a waiting motor-car. The cause of his excitement was made apparent on his return when, all smiles, he triumphantly came on board, bearing over his shoulder the white-clad Dutch wife, without which, as a hardened Easterner, he could not face the voyage.

It is not everybody, however, who takes kindly to the Dutch wife. It would be interesting to know how many mothers, wives and sweet-hearts have raised horrified protests upon learning that everyone in this part of the East has a Dutch wife. There is a story told of a young assistant who every night for months religiously disposed of his "wife" beneath his bed. But that was due to absolute ignorance of its use and his disinclination to en-

(Continued on next column.)

KIEL CANAL FREEDOM.

IMPORTANT JUDGMENT.

The Permanent Court of International Justice at the Hague, has decided that the German authorities were not justified in preventing the s.s. *Wimbledon* from entering the Kiel Canal, and that they should pay compensation. The action was brought by the Allies against Germany on account of the Germans, in March, 1921, not allowing the British s.s. *Wimbledon*, with a cargo of munitions for Poland from France, to pass through the Kiel Canal, on the ground that German neutrality regulations forbade them to let munitions go through to either Russia or Poland, then at war with each other. The Allies claimed that the Treaty of Versailles stipulated that the Kiel Canal should be open to all vessels of all nations at peace with Germany. According to the Treaty of Versailles, disputes regarding transit of the canal may be submitted to the Permanent Court.

The judgment says that the German authorities on March 21st, 1921, were wrong in refusing access to the Kiel Canal to the steamship *Wimbledon*; that Article 380 of the Versailles Treaty should have prevented Germany from applying to the Kiel Canal the neutrality order promulgated on July 25th, 1920; that the German Government is bound to make good the prejudice sustained by the vessel and her charterers as a result of this action; that the prejudice sustained may be estimated at a sum of 140,749f. 35c., with interest at the rate of 6 per cent. per annum reckoned from the date of the judgment, to be paid to the French Government in francs within three months from this day; and that each party shall bear its own costs.

quire. Probably, he is now as bad as the rest of us, but we are not Don Juanistic in our attitude, a good wife is kept long.—P.H.R. in *Singapore Free Press*.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

September 28th, 1923.

Hongkong and Shanghai Banks	$1,090 b., 1,100 sa.
Union Insurances	$230 b.
Hongkong Fire Insurances	$487½ b.
Douglas Steamships	$65½ b.
"Star" Ferries	$54 b.
China Sugars	$224 b.
Langkats (Combined)	Tls. 35½ b.
Kowloon Wharves	$155 b.
Whampoa Docks	$154 b.
Shanghai Docks	Tls. 92½ b.
Hongkong Lands	$87½ b.
Ewo Cottons	Tls. 13.40 b.
Cements	$27 b.
Waterboat's	$16¾ b.
Watsons	$23 b.
Hongkong Electrics	$31½ b.
Hongkong Trams	$23 b.

b.—buyers; s.—sellers; sa.—sales.

"Boy! A Good Smoke, my Slippers and Armchair."

THE

HONGKONG CIGAR STORE, LTD.

Do not supply Slippers and Chair, but They do supply a

GOOD SMOKE.

[83

When in doubt about your eyes or your glasses

Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL

Hongkong.

CLOTHES

MAY NOT MAKE THE MAN BUT USED RIGHTLY THEY CERTAINLY HELP.

WE WILL KEEP

YOUR WHOLE WARDROBE

IN GOOD CONDITION FOR LESS THAN THE PRICE OF ONE NEW SUIT.

EVERY GARMENT THOROUGHLY STEAM PRESSED (AFTER GENUINE DRY-CLEANING) BY EXPERIENCED TAILORS.

STEAM LAUNDRY CO.

HEAD OFFICE and WORKS: YAUMATI, Tel. K 32.
HONGKONG DEPOT: 16, Stanley Street, Tel. C 1979.
" " " 62, Praya East.
KOWLOON DEPOT: 19, Canton Road.
CANTON: 19, Sharki Central, East.

Write or Phone for complete PRICE-LIST.

PIANOS FOR SALE OR HIRE.

TSANG FOOK PIANO CO.,

Tel. 2127. 94A, Wanchai Road.

SOME DISTANCES IN THE SOUTH CHINA SEA AND PHILIPPINE ISLANDS

By Capt. G. H. PENNEFATHER.

On Sale at—

BREWER & Co., Pedder Street

YE OLDE PRINTERIE, Ltd., Queen's Road.

6 SIX DAY'S SALE

from Mon. Oct. 1st. to Sat., Oct. 6th.

ALL BIG BARGAIN DAYS

Shawls, Hand-made Laces, Drawn and Embroidered Handkerchiefs, Beaded Articles and Necklaces. No better opportunity will be afforded to secure delightful presents.

CHINA SILK & EMBROIDERY CO., LTD.,

37, Queen's Road Central (Next Madam Flint's).

RADIO PARTS

Just Arrived.

NIKKO & CO.

71, Des Vœux Road,

Corner Pottinger Street.

S. O. A. E. O.

THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.

DEALERS and MANUFACTURERS of Oxygen, Acetylene, Carbonic Acid, Ammoniac, Anhydrous sulpurous gases, Carbide of Calcium, Motor Cycle acetylene tanks, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxy-Acetylenic and Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Vœux Road Central, 2nd Floor.

Tel Central No. 2344.

Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks.

JOHN I.

THORNYCROFT

AND CO., LTD.

SHIPBUILDERS AND ENGINEERS

London, Southampton and Basingstoke

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.

MARINE AND STATIONARY OIL ENGINES
8 TO 90 B.H.P.

MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS.

FOR QUOTATION, APPLY—
ROBERT DOLLAR BUILDING,
SHANGHAI.

"WOOLLIES"

A light weight all wool "Woollie" with sleeves and 2 pockets, in various plain colours.

EXCEPTIONAL VALUE $7.50, $8.50 each.

Mackintosh & Co., Ltd.,

Men's Wear Specialists.

Alexandra Building. Des Voeux Road.

TOILET & MEDICATED

SOAPS

You will find in Greatly Variety in Stock at

THE CHINA DISPENSARY

82, QUEEN'S ROAD C.

YEE SANG FAT CO.

JUST RECEIVED

A Large Assortment of

WARDROBE and CABIN TRUNKS

SUIT CASES and TRAVELLING RUGS

All at Reasonable Prices.

Latest Styles

WATER PROOF RAINCOATS

FOR

Gents Ladies and Children.

YEE SANG FAT CO.

To obtain

The Best Results

You must employ

The Best Materials

We had this in mind when selecting our supply of

ARTISTS' MATERIALS

Suitable for those attending school or the more advanced student.

THE WING ON CO., LTD.

The Home of Value.

MORE EARTHQUAKE STORIES

TRAGEDIES AND ESCAPES AT YOKOHAMA.

Mrs. Douglas Adam, continuing in the *Japan Chronicle* her collection of stories gleaned from Yokohama survivors writes:

In view of the great number reported missing the following incident may be of interest.

Mons. Offhause, of the French Chamber of Commerce, visited the Dutch Consul on Thursday in response to an appeal for information as to the whereabouts of Mr. Jan Van Doorn, business manager of the General Hospital and accountant of the *Japan Gazette*. He has been variously reported dead, missing and safe. Van Doorn was known to be safe after the shock, but later could not be found.

He sent word to Mons. Offhause (whose wife and son were missing) that he (Van Doorn) had taken refuge on a sampan with others, who had been put ashore at a remote place. Orders had been issued that no one should for the present return to Yokohama, and he thought perhaps the same thing had happened to his friend's relatives.

It would be cruel to awaken false hopes in the minds of relatives of the many "missing," but since one man had the above experience, perhaps other foreigners share it.

Mr. G. Clifford Hadden is a mahjongg fiend, and he attributes his escape to that fact. He has for years been with the Standard Oil Co., and for a fortnight had been in the Hokkaido on business for his firm, returning to his quarters in the Bluff Hotel, No. 2, on Friday evening. He intended going as usual to his business, but his wife persuaded him to make Saturday a full instead of a half-day holiday and go shopping with her instead.

Mrs. Hadden tells the story thus: "I had been equipping a mahjongg table, with weighted cover, etc., for my husband, and lacking some materials for finishing it, made my husband go with me to buy them.

"We searched along the Moto-machi and other places, but not finding all, we went to Lane Crawford's, and were near the entrance in the ladies' department with Mr. Jackson, when the earthquake came.

"The whole building fell on us and around us, just like a child's toy house and we were buried underneath, the earth shaking all the time in the black darkness. My husband was close to me and I said, 'This is the end, but we will die together.' We embraced and lay in the darkness, hand in hand, waiting for death. How we could be so calm I don't know.

"After what seemed hours but was maybe 20 minutes, the trembling stopped for a time and we saw a round hole where light came in. Carefully my husband got up shouting joyfully, 'We can get out, we can get out, and he began to crawl toward the light, calling to Mr. Jackson, who crawled along, too. I got out all right but for Mr. Jackson, who is a big man, it was harder work to get him out.

"We were quite black: eyes, mouths and noses full of dirt. We made our way to the lawn of Butterfield & Swire, where Mrs. Harley, wife of the manager, was so kind to us. She said, 'There is water here. Hurry and wash out your mouths.' We did so. It was a good thing, for afterwards, breathing hot air and smoke, we should have choked to death.

"We stood in the water off the Bund for 5 hours. Mr. Sheriff of the *Japan Gazette* was there and he wore a felt hat. This he repeatedly filled with water and poured over me or I think I must have fainted in the scorching heat. Finally we were rescued by one of the motor-boats from the Dutch ship *Tjikfoet*, which saved hundreds.

"Afterwards we went aboard the *Bengkar* and *Bontrouk*. All the officers and men were wonderful in their kindness to us, and we finally get to Kobe on the *Empress of Australia*.

"We were, of course, worn out and had bad colds, but the Captain and whole staff of that ship too did everything they possibly could for our comfort. The rooms we had at the Bluff Hotel were crushed to powder, many people being killed as we should have been, my husband says, but for his keen interest in the Chinese game, which took him with me instead of to No. 8, where so many met a sad fate."

Mrs. Hadden tells the story of a Miss Brune of Baltimore, U.S.A., who, with her aunt, was touring the East, making a temporary stay in apartments over North & Rae's. The aunt was killed at the first shock, the young lady being hours in the water. All the aunt's luggage was aboard the ship by which they were returning to America.

Miss Brune opened her aunt's trunks and distributed her entire wardrobe of useful and handsome garments to the women passengers, and much of her own also, saying she could get more when she got home, while these women had nothing—one of those generous and thoughtful acts which will be 'accounted for righteousness' in the Big Book.

Mr. Clarence Griffin, a well-known business man, Boy Scout Master and Commissioner of Yokohama, who was in his down-town office, was badly wounded *on the head by falling masonry*. He came to Kobe and with his usual fine spirit made light of his injuries, but they are more serious than was at first thought. He has been taken to the International Hospital, where an operation is said to be necessary, as a portion of the skull is supposed to rest on the brain. His sister, Miss Ethel Griffin, was away on summer holiday and is reported safe.

Mrs. Simpson-Baikie, whose husband died last spring in Yokohama, was giving a piano lesson to the daughter of the Cuban Consul-General at her home, 88, Bluff, one of the Allcock houses, underneath which she was buried. The young son of the late Harry Allcock, formerly of Kobe, aided in her extrication, but her arms were badly hurt. This fact caused her gravest anxiety, since she earns a living for herself and two children by tuition. Happily, no bone was broken and she is getting on surprisingly well. She is staying with the Montague Ellertons at Shiya.

Young Allcock's mother had a leg broken, other relatives escaping serious harm.

A terrible fate was that of the young wife of Mr. G. Komor, who died beneath the wreck of their place opposite the Grand Hotel, 38, Water Street. The distracted husband heard her call and tried to remove the heavy weight which held her down, but alone was unable to stir it. He appealed to men standing near, begging them to help him, but some were dazed, others strangely callous, until he was about to dash down to die with her, when some dragged him away, with an amount of spirit which, if earlier exerted, might have saved the lady's life. She perished in the flames.

The story of Mr. Rothwell Bowden, a gallant British Ex-Service officer, is full of startling incident. His mother was at Lake Chusenji and his father Mr. V. R. Bowden was in his house at Tokyo, both safe, the terrific fires on the capital stopping only 150 feet from his dwelling.

Mr. and Mrs. Rothwell Bowden were walking up from the Settlement and had nearly reached the Y.W.C.A. Residence No. 55, when the shock came. They saw the house occupied by the Uptons, No. 54, split open in the middle and the two children oddly enough grouped in the yawning space untouched.

They all gathered in the large garden of the Residence where many others were seen collected. When the tremors eased the Bowdens, fearful of the fate of their children in their house at 43-B, Bluff, tried get to them, but most of the hill had fallen sheerly down and on the other part egress was utterly blocked by ruins of the big Retz Building.

So they gradually worked their way over debris through the cemetery, where tottering monuments and continually trembling earth made passage dangerous, past the street blocked by the Gaiety and the U.S. Naval Hospital ruins, into the British Hospital grounds, the only familiar thing seen being the stone steps leading into them, which were still intact.

From there they scrambled down the cliff, Mrs. Upton carrying a child three years old all the way, and went on to the reclaimed ground, where they stayed till 6 o'clock.

Getting back on to the Bluff over what was Camp Hill, though it bore little likeness of it, they found the children safe in the compound of the Catholic Church which had been demolished at the first shock. They had been saved by their Chinese amah and tended by her and a Japanese boy, others in their service being killed. So they all reached the *Australia*, later coming down here on the *Canada*.

One of the strangest cases was that of a baby. The parents, Mr. and Mrs. F. G. H. Tebbut, were killed and it was supposed the child had suffered the same fate. But it was found safe in its cot which had high sides, heavy beams having fallen across it supporting a huge pile of masonry.

A grotesque trick of the quake sent a lady in her bath at the Oriental Palace Hotel, sliding down to the Bund, still in her tub and unhurt.

Mr. Thomas Finn, of the Standard Oil Co., gallantly took off his coat and wrapped her in it, afterwards finding some window drapery. He then supported her in the water, swimming thus to a boat which took them to safety. She could not swim.

Mr. Finn was in No. 8 when the shock came and happily was not hurt, as he rescued many people alone, and was the indirect means of saving others. He helped to get out Mrs. A. L. Robinson and another stenographer, and several Japanese. He improvised a raft and towed it along, swimming at the side, thus saving several men by getting them aboard a Standard Oil launch. After the first rush, it would seem natural that he should think of himself, but he stayed on at Yokohama for four days rescuing scores of people each day, coming to Kobe on the *Empress*.

Two-thirds of the Oriental Palace Hotel came down early in the disaster. 52 guests, it is said, being killed. Manager Cette, who had such a fine record in the war, being among the victims; also the French cook and many servants.

Mr. Hawke, father of the famous tennis player, stopping there was instantly killed. Mrs. Hawke being rescued by a Mr. Thomas of Geelong, Australia, also a guest.

Mr. Michael Apear the popular gentleman-jockey, had been ill for two weeks of a dangerous fever, but feeling better that morning he insisted on going downstairs, thus saving his life. His mother, Diran Apear, Armenian Consul, his wife and all the family were safe. His sisters, Miss Ruth Apear, the singer and Mrs. Galstaun, were at Ashigoya and were unhurt, and are now in Kobe.

Mr. Charles Miller was in his office and was rather badly hurt. His wife was at some springs and others of his family safe, but his elder daughter Charlotte, was in the home, 52, Bluff, and by the complete collapse of the building was without doubt instantly killed.

One of the party of the Kobe relief ship writes: "It is impossible to portray or describe Yokohama. It is not within the power of words to exaggerate the catastrophe. Yokohama is only a name. It is no less a mere memory than Pompeii, but with the pang of living, piercing sorrow. As one looked one could but pray that every remaining soul might abandon the place as God seemed to have abandoned it. Nevertheless, along with the stout hearts among the Japanese there were still some of our own men the clasp of whose hand made the heart jump; like the elder Mr. Laffin with his sons, to whom I said that he was the most talked of man in two ports; the Rev. Eustace Strong of Christ Church with his prayer-book in his pocket

(*Continued at foot of next column.*)

THE CALAMITY IN JAPAN.

JAPANESE INSURANCE COMPANIES PERPLEXED.

The following is taken from the *Japan Chronicle*:—

There have been many rumours about the Japanese fire insurance companies paying claims in spite of the earthquake clause, some reports saying that the Government was guaranteeing the amount up to 80 per cent. It would need a large national loan to do this, and there might be some objections to the taxation that this would entail. The rumour of the Japanese companies paying was telegraphed to England, but as a matter of fact, nothing definite has yet been decided by the fire insurance companies as to claims. In an interview with the Government authorities on the 10th instant, says the *Hochi*, Mr. Kagami, the representative of the Insurance Association, did not commit himself to any clear-cut course of action in the matter. A meeting of the members has been held since, but the subject was not brought forward. It is reported that a second meeting will come off shortly somewhere in the Hanshin district. This place has been fixed upon in order to secure the attendance of the foreign firms whose staffs have taken refuge in Kobe and neighbourhood. The problem is a very big one. Estimating the insured amount at Y2,200,000,000 (these were the insured values in 1921) the aggregate capital and reserve funds of the companies do not come to 10 per cent. of this sum. If claims are pressed upon the companies, the result will be the bankruptcy of the entire business. Unless the Government will go shares with them, no satisfactory solution will be possible, adds the Osaka paper, evidently using the word "share" as meaning something over 90 per cent., —a sum that would go a long way toward rebuilding the two cities but which, handed out to the claimants, would be only partially so applied.

In this connection the *Asahi* reports that the Department of Agriculture and Commerce, wishing that claims may be met by the insurers to some extent, suggested that the Association have a general meeting of members at Tokyo. Notice was given to the members in Osaka in the name of Mr. Kakami, the President, through the Governor of Osaka. On Wednesday (12th instant) the Osaka members declined the invitation on the ground that they are not in a position to choose any course of action independently of the foreign firms, in view of the re-insurance taken out with them to the extent of a little less than 40 per cent., whereas the staffs of the foreign insurance companies who have taken refuge in Kobe, will not go up to Tokyo. Nor are the Japanese members at Osaka prepared to stay out the whole conference. Therefore they hoped that the meeting would be held in the Hanshin district, so that a full attendance might be ensured.

According to a Reuter message, the announcement that the Japanese insurance companies have decided to pay in full the losses incurred in fire and earthquake without availing themselves of the earthquake clause, is of very immediate concern to the British companies with which the Japanese companies are re-insured. The consensus of opinion on the London insurance market is that the Japanese companies cannot pay claims which are not strictly covered by the policies without consultation with the re-insuring companies. If the Japanese companies admit claims which are not covered by the original policies, the extent of the liability of the re-insuring companies will be a matter for negotiation and readjustment. The message to which Reuter refers was probably cabled by some enthusiast, who thought it would make a splendid impression, and perhaps elicit an immediate response in the British companies. If this was the object, the inspirer of the message must be very disappointed.

BARON DEN'S APPEAL TO PITY.

Baron Den, the Minister of Agriculture and Commerce, is quoted by several papers as stating that the sufferers from the fire whose property has been insured expect to have their claims met, though not in full. If they were ignored it would create a perilous situation affecting the whole nation. From the technical standpoint, the insurer is under no obligation to make the losses good, but this is not a time for standing on technicalities, rather should goodwill have a large place, the Minister says. The amount insured reaches Y2,250,000,000 in round numbers, 80 per cent. of which is shared by foreign companies. To them also the Government is going to appeal in the name of sympathy. The fire insurance companies in Japan possess means to cover only 10 per cent. of the losses and would be swept out of existence if made to pay out all. The Government's plan is to get the companies to meet the claims to an extent that will not ruin them. The Government is willing to add something to the amount they pay. What that something will be depends on how far they will go.

[This scheme has the advantage—from the Japanese point of view—of squeezing the foreign insurance companies heavily.]

(*Continued on next column.*)

BANK SECURITIES AT YOKOHAMA RECOVERED.

THE WORK OF "THE SILENT NAVY."

Much has been heard of the splendid work done by the British Mercantile Marine and the Mercantile Marine of other nations, but nothing has been told of the work of the British Naval Authorities in connection with the great disaster in Japan. Of course we all know that the Commander-in-Chief of the China Fleet (Vice-Admiral Sir Arthur Leveson) is there on the flagship *Hawkins* and that other vessels have been sent to assist in the rescue and salvage work at Yokohama. All they have done and all they are doing will probably never be made public unless the Admiral's despatches are published.

But it need hardly be said that they are doing good work. Yesterday we learned from the Chief Manager of the Hongkong and Shanghai Banking Corporation (the Hon. Mr. A. G. Stephen) that the Commander-in-Chief and his Staff had been most helpful, among other things, in salving many valuable securities belonging to the banks. They were recovered mostly intact.

The Hon. Mr. Stephen added that the Commander-in-Chief had placed his flagship at the disposal of those engaged in salvage work and the free use of the Naval wireless service was also accorded them. The Manager of the Hongkong and Shanghai Bank at Yokohama (Mr. Wright) in a cable to the Chief Manager expresses his appreciation of the services rendered by the Admiral and staff in recovering the bank's property.

With a view to enlarging on this subject, a representative called on the Naval Secretary yesterday, but was informed that no details had been received in Hongkong as to the operations in Japan. Nothing would probably be known until the Admiral returned to port himself.

BARON SHIBUSAWA'S VIEW.

Baron Shibusawa, who is managing the affairs of the Earthquake Relief Association, said that the urgent needs of the present moment were to help put insolvent bankers on their feet and assist insurance business to meet the claims to some extent. There is no use in saying that bankers and insurers absolutely cannot pay. There has got to be some way to solve the difficulty. The association will co-operate with the Government and do its utmost to put the sufferers at ease.

THE INSURANCE COMPANIES' ATTITUDE.

On the other hand, the insurance companies take a firm attitude, and say that of Y2,200,000,000 insured, Y1,645,599,000 is on the shoulders of the foreign firms, who will not be prevailed upon to pay out. Some of them in Kobe talk about giving up their whole business in Japan and returning home. The British insurers met the claims up to 50 per cent. after the San Francisco calamity, but the losses then were nothing to what Japan has suffered now, and they saw in their voluntary payment a clever business move.

[This is hardly the point. The British companies at that time had no earthquake clause, and they paid up accordingly, though the strain was great. But they have definitely refused to take such risks since, except for an extra premium, which insurers have almost unanimously refused to pay.]

The assets of the Japanese companies consist of Y81,165,000 in paid-up capital, and Y45,520,000 in legal reserve, making Y126,685,000, which would be available immediately. Add to it Y132,656,000 deposited with the Government and Y5,971,000 reserved by the foreign companies. The total is a drop in a bucket compared with the losses. Y218,335,000, the balance of capital, if called, would scarcely mend matters. Nor is it advisable to have the Government advance funds at low rate of interest, to meet the claims in part. A business under a large burden of debt would be bereft of the hope of prosperity. Suppose the point is stretched and the claims paid as far as possible, how should other policies be dealt with? In case, again, another great fire occur, would the Government help the insurer as in this?

The Seiyukai in the main approved of the plan for Government advances to be made to the companies at low rate of interest, but is against any scheme shifting the whole of the claims on to the Government. The payment mooted is not a legal obligation, but an expedient in relief work. A vast sum of money should not be used for the insured only. It is only fair that those who had no means to take advantage of insurance should share in the beneficence.

KRYPTOK LENSES

are the most perfect double focus glasses for both reading and distance. In the ordinary bifocal lens, the segment or part for reading is cemented to the distant lens, raising the segment above the surface of the main lens. The segment and the line of union are always more or less noticeable. In Kryptok lens no cement is used, but the reading segment is electrically fused in a depression in the main lens, while the whole lens is ground smooth on both sides to the desired focus. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Optical Prescription Specialists, located in 53, Queen's Road Central.—ADVT.

---

and his briar between his teeth, Mr. A. W. McLean of Butterfield & Swire with iodine and lint, and doubtless still others whom we did not chance to meet. As we reached the Bund and saw the *West O'Rowa* sail without us, a day sooner than had been expected, we felt less lonely knowing that these good men were there and that we could spend the night with them on board a man-of-war."

THE SHIPPING CONTROL CONTROVERSY.

INTERESTING INTERVIEW WITH THE COLONIAL SECRETARY.

ILLUMINATING ANSWERS TO QUESTIONS.

A representative of this paper had a long and interesting interview, yesterday, with the Colonial Secretary (the Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E.) on the vexed subject of the Shipping Control Controversy. A number of questions, most of which were hostile to the Government's point of view, were put to Mr. Fletcher and these he discussed in a very frank and open manner.

Amongst the allegations laid against the Hongkong Government are these (they have already appeared in both the Shanghai Press and the local Press but there is no harm in repeating them):—(1) that the Government commandeered certain vessels for the simple purpose of making money out of them; (2) that these vessels were used by the Government for profiteering; (3) that the treatment of the owners of these vessels by the Government was pitiless and resulted in one Company going into bankruptcy.

For the purpose of simplifying matters, the questions put to the Colonial Secretary are printed in italics and his replies follow immediately after each question.

THOSE INSTRUCTIONS FROM HOME.

1.—*One point the Hongkong Government make is that no action lies against them, as they only acted as agents for the Imperial Government. Are not the Shipping Companies, however, bound to take action against them, as the party who actually requisitioned the ships and to this moment hold the money earned by them? How can the shippers themselves prove the existence of instructions which they have never seen regarding the transfer of liability? If a man found a burglar in his room he would naturally fire at him without any consideration as to whether he was working under instruction from a "Mr. Fagin."*

The Colonial Secretary replied that the shippers were quite right in bringing their action against the Hongkong Government. "They had to 'shoot' somewhere and at someone, and so they shot at us. I don't blame them in the least for that. They had to 'try' and get in somewhere, but they knew well enough our defence was that under the Indemnity Act we were not liable, and if the action had not been stayed I don't know what action the Court would have taken, but it is more than likely that the whole thing would have been referred Home. Mr. Fletcher, speaking of the Indemnity Act (which took the form of the Indemnity Ordinance in this Colony), asked what would have happened if the case had been sent Home and the Hongkong shippers had been successful? The Imperial Government would have been faced with a grave issue of having to meet claims from all the big Shipping Companies at Home—the Cunard, the White Star, the Ellerman line, and others. There would have been huge claims, also, from munition concerns, railways and so on, and the bill would have been enormous. When the Indemnity Act was under discussion in the House of Commons the question was asked whether the operation of the Act would not be hard on the people concerned, and the reply was to the effect that if the Act was not passed the estimated amount required by the Government to meet such claims would be £800,000,000. (Mr. Fletcher was not sure of this figure but he thought it was about the sum stated by him). "Our obvious defence was, of course, that we were simply acting on instructions from the Imperial Government."

As to the second part of the question, concerning these instructions from the Home Government, the Colonial Secretary said the shipowners in Hongkong knew all about them. The Government and the owners worked in very close co-operation. Mr. S. T. Williamson, Chairman of the Shipowners' Protection Association, and at that time Messrs. Moller and Co.'s Hongkong representative, worked in close co-operation with the Government. "Up to the present," added Mr. Fletcher, "the shipowners have brought no negative proof to the effect that they did not know of the existence of these instructions."

THE POWERS OF THE HOME GOVERNMENT.

2.—*How could the requisition of these vessels be regarded as legal merely because it was carried out, as alleged, on the instructions of the Home Government, whose powers at that time did not extend by any legal instrument to Hongkong?*

"How on earth did we know that?" exclaimed the Colonial Secretary. "All this was happening in the early part of 1918. The Germans started their great offensive on March 21st, 1918, and, as you know, our backs were against the wall. The pressure of work on the Imperial Government at Home at that grave period was enormous. At that time if we wired Home for instructions on any particular point we received no reply to our cables. We were simply left to do the best we could. Put yourself in the position of the Imperial Government," proceeded Mr. Fletcher, "they were fighting with their backs against the wall. What would you have done under the circumstances?" Mr. Fletcher answered the question himself by adding: "There was only one thing for it, and that was to carry on as best we could and we did. Of course, it was later found that we were fully covered in our actions and that we were quite right in what we did."

THE COMMODORE'S POWERS.

3.—*If the ships were in all cases requisitioned by the Commodore in the name of the Admiralty, how was it that the Commodore, in one letter referred Messrs. Moller & Co. to the Hongkong Government when they wanted information concerning one of their vessels?*

The Colonial Secretary replied that the Shipping Controller's representative in Hongkong was Colonel Thomson, whose official title was Deputy Shipping Controller. He, in the first place, presented a list of the ships to be requisitioned to the Commodore and to the Hongkong Government. It was the Commodore's part of the work actually to requisition the ships and to see that they were handed over to the proper sources of operation. The Hongkong Government worked in the capacity of Managers of the concern, and naturally any correspondence received by the Commodore concerning the management of the vessels was referred by him to the Hongkong Government.

THE VOICE OF JACOB.

4.—*Would it be correct to say that the ships might have been requisitioned, as it were, on the Commodore's note-paper but actually they were at the disposal of the Hongkong Government? In other words, the "hand was the hand of Esau but the voice was the voice of Jacob?"*

"Well, it is not exactly correct to say 'at the disposal of the Hongkong Government,'" replied the Colonial Secretary, "but it was correct in so far that we were the managers of the concern. The Deputy Shipping Controller in Hongkong (Col. Thomson) would request the Commodore to requisition such and such a ship. The Commodore would do so and then write to the Hongkong Government in something like the following terms: "I hereby notify you that, in accordance with the Shipping Controller's instructions, I have requisitioned the s.s. —— and that this vessel is now placed under your care as managers." There was no subterfuge about the business at all; it was all quite open.

THE "WOLLOWRA" CASE.

5.—*Is it correct to say that the s.s. "Wollowra" was actually requisitioned at the suggestion of a private party in lieu of another ship which the Shipping Board had intended to requisition but to which objections were raised by the local representative?*

"The *Wollowra* was requisitioned under a different scheme altogether," explained the Colonial Secretary." It had nothing to do with the scheme out of which this controversy has arisen. She was requisitioned on the 30th November, 1917, for the purpose of replacing the s.s. *Burrumbeet*, which had been requisitioned by the Shipping Controller. The *Wollowra* was not considered suitable for Imperial Government work and the *Burrumbeet* was, but the *Wollowra* was considered suitable for carrying coal to the Colony and it was for this purpose that she was requisitioned." All this happened sometime before the controversial scheme came into force, which was on the 15th April, 1918, six months later. Referring to the correspondence on the subject, Mr. Fletcher said that the Vital Requirements Committee reported to the Government on the 20th November, 1917, in the following minute:

"In view of the importance of supplying the Colony with coal at reasonable rates it was agreed to recommend that the *Wollowra*, a boat unsuitable for Admiralty requirements, be requisitioned to take the *Burrumbeet's* place."

Later, when the new scheme came into force in April, 1918, the s.s. *Wollowra* was naturally transferred into the scheme.

RUNNING EXPENSES.

6.—*Have not the Companies a legitimate grievance in the fact that they were paid, for wages, repairs and other running costs, at a sterling rate which did not cover the number of dollars disbursed by them?*

The Colonial Secretary answered that this question had been taken up with the Shipping Controller. He had strongly urged that, in view of the increase in prices and the rise in exchange, the remuneration should be payable as to half at 1s. 9d. to the dollar and half at the rate of the day. This was refused. The Deputy Shipping Controller in Hongkong also made representations. It was pointed out that the vessels brought under local requisition were mostly old and in more or less bad condition, with the result that the cost of repair and upkeep was unduly high. The Shipping Controller's reply was to the effect that payments to owners in the East should not be greater than those paid at Home. "We tried hard to get easier terms and I don't think we could have done anything more." Mr. Fletcher added, however, that he was still negotiating with Mr. Williamson, the Chairman of the Shipowners' Protection Association, on the matter.

A CHALLENGE.

7.—*Did the Companies not also suffer a loss, not entirely due to their carelessness, in insuring their vessels?*

"I challenge any of the owners to come forward and say that they insured their ships against war risks," replied Mr. Fletcher emphatically. "They all knew that the Government accepted war risks on the vessels requisitioned. This was clearly explained to the owners by the Government. For the first three months after the scheme came into operation the Government insured the vessels, but later the Government itself accepted the war risks.

Mr. Fletcher added that Mr. Burkill was the only one who appeared to contest the point with his two vessels—the *Wollowra* and the *Patriot*—but no claim was forthcoming. If they had insured their vessels against war-risk, why had they not applied for a refund? Not one of them had done so.

(*Continued at foot of next column.*)

GOOD HEAVENS!

8.—*Does the Government deny the allegation that there was preferential treatment in regard to the requisitioning of ships in these waters?*

"Good Heavens!" ejaculated Mr. Fletcher. "We were grubbing round for every available ship we could lay hands on. Look at this," and the Colonial Secretary turned up correspondence to prove his statement. "We were actually compelled to take little 'tubs' like the *Amherst* (241 tons), the *Cornelia* (214 tons), and the *Hok Canton* (288 tons) and yet they say there was preferential treatment! There certainly was a 'grouse' that certain big river steamers were not requisitioned from the Yangtsze and the Canton Rivers, but we were emphatically informed by the Shipping Controller that that such ships were not to be requisitioned."

THE FIFTY-FIFTY BASIS.

9.—*If the Government thought it fair earlier to settle the dispute on a fifty-fifty basis, what has happened in the meantime to change this view?*

Mr. Fletcher said that this was discussed but the suggestion did not come to anything, as the Government had learned that such a scheme "would undoubtedly have failed to secure the Secretary of State's sanction."

IS IT AN UNCONDITIONAL GIFT?

10.—*If the Imperial Government have left the money in the hands of the local Government is it merely a qualified gift in the sense that the Home Government still retains full discretion as to the manner in which it shall be employed?*

"There was no binding contract," said Mr. Fletcher. "It was simply an arrangement in which we had to take the risks of the scheme. If there were losses we would have had to meet them and *vice versa*.

CIVIL SERVICE CRICKET CLUB.

ANNUAL MEETING.

Mr. J. R. Wood, Vice-President of the Civil Service Cricket Club, presided at the annual meeting of the Club held last evening on the Club premises, the President of the Club, Sir Claud Severn, being at present absent from the Colony. The Chairman was supported by Mr. Colin Sara (Hon. Secretary) and Mr. G. H. Haskett (Hon. Treasurer).

In moving the adoption of the report and accounts for the past year the Chairman said that the number of members was very satisfactory. There were 244. He referred with feeling to the death of one of their members, Mr. Lloyd.

A message of congratulation had been sent to Sir Claud Severn on his being knighted.

The financial position of the Club was not so good as it was last year. They were really $300 down on the year's working. The report and accounts were adopted.

Mr. Haskett moved an alteration to rule 7 dealing with the annual subscription. He moved that this be increased from $10 to $15. He pointed out that this was the obvious thing to do owing to the Club's financial position. The sum of $10 was very low in view of all that was provided by the Club.

Mr. Tacchi seconded the motion.

Mr. Grimmett moved as an amendment that that the annual subscription be doubled—$20. Mr. Glanville seconded the amendment.

The Secretary spoke in favour of the motion and pointed out that as far back as 1908 it was proposed that the subscription should be raised from $10 to $15. If it was considered necessary in 1908 it was surely necessary in 1923.

Mr. Brown thought the subscription should not be altered. If they put it up they would lose a lot of money.

Mr. Hollidge spoke against the increase in subscription, stating that the members ought not to be asked to pay more unless it was going to be something to benefit the present members and not for some mythical club house which might or might not materialise.

On the amendment being put to the meeting it was lost, but the original motion that the subscription be raised from $10 to $15 was carried, by 35 votes to 12.

Mr. R. S. Vergette moved that original members of the Club when it was founded 20 years ago and who had remained constant members of the Club be elected life members. This was seconded by Mr. Deakin.

The Secretary said that as far as they could gather there were only two such members entitled to this honour. They were Mr. Lamble and Mr. R. Witchell.

The motion was put to the meeting and carried unanimously.

Mr. Lamble suitably replied and said that when he first came to the Colony in 1902 he was successful in picking out a cricket eleven out of the Sanitary Board. In the following year a number of other Government Departments followed suit and the result was that they banded together and formed the Civil Service Club. Thanks to the good offices of Mr. Chatham they were able to get a decent ground. Since the formation of the Club it had grown into the prosperous concern that it was to-day.

The election of Officers was next proceeded with and the following were elected: Hon. Secretary, Mr. C. Sara; Hon. Treasurer, Mr. G. H. Haskett; Steward, Mr. Taylor; Captain (1st XI), Mr. A. E. Wood; Vice-Captain, Mr. G. R. Sayer; Captain (A Team), Mr. C. Sara; Cricket Representative, Mr. F. J. Ling; Bowls Representative, Mr. S. Alderman; Tennis Representative, Mr. J. A. E. Bullock; Greenranger, Mr. F. Allan; Official Umpire, Mr. Lamble; Scorer, Mr. Massey.

The General Committee elected was: Messrs. Vergette, Lamble, Deakin, Grimmett, Edmonds, Holdman and Tacchi.

Several minor matters were then attended to and the meeting was closed.

SPORT.

VICTORIA RECREATION CLUB

AQUATIC FESTIVAL.

LAST NIGHT'S SWIMMING.

There were several interesting events in the third night's programme of the annual aquatic festival, held at the Victoria Recreation Club yesterday evening.

In the long plunge (open to the Colony) there were four entries and Garrod was far and away the best with a distance of 59ft. 3ins.

H.E. the Governor was present, together with Commodore Grace and Mrs. and Miss Grace. The attendance was good and the affair passed off without a hitch.

Results:—

Four Lengths' Handicap for Members.—1, H. Duncan, 68.2-5secs.; 2, A. A. R. Botelho, 64.2-5secs.

Long Plunge, open.—1, S. H. Garrod, 59ft. 3ins.; 2, J. R. Soares, 51ft. 4ins.

220 Yards Championship of the Colony.—1, A. F. May, 24.2-5secs.; 2, A. E. Brodie, 25.1-5secs.

Two Lengths' Handicap for Army and Navy.—1, Wood, 30.2-5secs; 2, Pickett, 38.1-5secs.

Four Lengths' Handicap, ladies, open.—1, Miss M. Blunsdon, 1min. 24secs.; 2, Miss R. Kitchell, 1min. 43.1-5secs.

Two Lengths' Team Race for Members.—1, Noronha's team.

100 Yards Championship for H.M. Forces.—1, McDade, 66.3-5secs.; 2, Wood, 76secs.

FOOTBALL.

MATCHES FOR TO-DAY.

HONGKONG LEAGUE.

Division I.—Kick-off, 5.15 p.m.

Hongkong Club *v.* Hongkong Police, Club ground. Referee: Mr. Williams.

H.M.S. *Tamar* *v.* H.M.S. *Diomede*, Sookunpoo "A" ground. Referee: Mr. Wakeham.

Kowloon *v.* King's Regt., Kowloon ground. Referee: Mr. Smith.

Division II.—Kick-off, 4 p.m.

Hongkong Club *v.* King's Regt., Club ground. Referee: Mr. Ford.

St. Joseph's *v.* H.M.S. Diomede, St. Joseph's ground. Referee: Mr. Bailey.

R.G.A. *v.* Sacred Heart, Sookunpoo "A" ground. Referee: Mr. Spencer.

H.M.S. *Tamar* *v.* Kowloon, Sookunpoo "B" ground. Referee: Mr. Tildesley.

South China "A" *v.* South China "B," South China ground. Referee: Mr. Greer.

King's teams for to-day:—

v. Kowloon, at Kowloon, 5.15 p.m.:—Blacee; Wynne and Williams; Newton, Hodgson and Barlow; Williams, Dangerfield, Lt. Jones, Forshaw and Beesley.

v. H.K. Club, at 4 p.m.:—Holland; McCan and Lt. Bailey; Hayter, Critchlow and Jones; Love, Rigsby, Moran, Carr and Crotty.

GARRISON FOOTBALL NOTES.

The Garrison Football League Competition has been continued during the week, some exciting matches have been witnessed.

On Saturday last King's H.Q. "A" team met "D" Co. King's and after a hard fought game obtained the points by the only goal of the match.

"C" King's should have played 27th Co. R.A.M.C. but for some reason the R.A.M.C. failed to turn out.

On Monday 83rd Co. R.G.A. beat 88th Co. R.G.A. by 2 goals to 1.

On Tuesday King's H.Q. "A" team played hard fought game with "B" Co., and after being in arrears at the interval managed to win by the odd goal in five.

"D" Co. King's beat 94th Co. R.G.A. on Wednesday afternoon by a lucky goal scored early in the first half.

On Thursday King's H.Q. "A" team played 88th Co. R.G.A. and obtained the points by the score of nine goals to *nil*.

83rd Co. R.G.A. surprised "B" Co. King's and won by two goals to one.

A fine game was seen on Friday evening when "C" Co. King's met the H.Q. "B" team. "C" Co. set the pace in the first half and were two goals ahead at the interval. The Headquarter men got together in the second half and two fine goals from Wynne made the score equal. After this both sides were awarded a penalty kick but neither was converted. Result: 2-2.

WEEK'S RESULTS AT A GLANCE.

King's H.Q. "A"	1	"D" Co. King's	0
83rd Co. R.G.A.	2	88th Co. R.G.A.	1
King's H.Q. "A"	3	"B" Co. King's	2
"D" Co. King's	1	94th Co. R.G.A.	0
King's H.Q. "A"	0	88th Co. R.G.A.	0
83rd Co. R.G.A.	2	"B" Co. King's	1
"C" Co. King's	2	King's H.Q. "B"	2

LEAGUE TABLE INCLUDING FRIDAY NIGHT'S RESULTS.

TEAMS.	P.	W.	D.	L.	F.	A.	P.
King's H.Q. "A"	4	4	0	0	19	2	8
King's "C" Co.	3	2	1	0	7	3	5
King's "A" Co.	2	2	0	0	7	1	4
King's "D" Co.	4	2	0	2	5	4	4
83rd Co. R.G.A.	3	2	0	1	4	5	4
King's H.Q. "B"	2	1	1	0	8	2	3
King's "B" Co.	4	1	0	3	7	9	2
94th Co. R.G.A.	3	0	0	3	1	8	0
27th Co. R.A.M.C.	1	0	0	1	0	6	0
88th Co. R.G.A.	4	0	0	4	2	20	0

FOOTBALL

EQUIPMENT.

'SOCCER' & 'RUGGER'

SOLE AGENTS FOR A. G. SPALDING & Co.'s ATHLETIC GEAR.

SPECIAL TERMS TO SERVICE TEAMS, SCHOOLS, & CLUBS.

FAMOUS 'McGREGOR' BOOTS & BALLS.

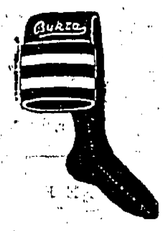
WRITE OR CALL FOR FREE LIST OF SPORTS GOODS.

STOCKINGS

KNEE CAPS

SHINGUARDS

JERSEYS



'BUKTA' CLOTHING THE BEST FOR THIS CLIMATE.

LANE, CRAWFORD, LIMITED.

No. 1 EXTRA FINE OLD BRANDY.

THE "SHARK" BRANDY.

Per bottle, including duty		$ 2.00
" ½ " " "		1.25
" case " " "	qts.	24.00

Bottled by Boutillier, Delauriere & Co.

LANE, CRAWFORD, LTD.

COLUMBIA DANCE RECORDS

SALE PRICE: $1.00 EACH.

3724	THREE O'CLOCK IN THE MORNING ... WALTZ / LA COLONDRINA ... "	3764	DUMBELL ... ... FOX-TROT / IVY ... ... "
3709	THE FIRST WALTZ ... " / DREAMY MELODY ... "	3685	SOUTH SEA EYES ... " / I'D LOVE TO ... ... "
3884	RIVER SHANNON MOON " / HONEY MOON ... ... "	3660	THE SNEAK ... ... " / SAY IT WHILE DANCING "
3636	VICTOR HERBERT ... " / GIPSY LOVE SONG ... "	3364	SNAKES HIPS ... " / FAREWELL BLUES ... "
3853	AFTER EVERY PARTY " / APPLE SAUCE ... ... FOX-TROT	3611	STUMBLING ... ... " / WHO TIED THE CAN... "

ETC.

ANDERSON'S.

Wm. Powell Ltd.

JUST ARRIVED.

AFTERNOON FROCKS

★

CHILPRUFE

UNDERCLOTHING

AND

FROCK SUITS

FOR

CHILDREN.

NEW ADVERTISEMENTS

LOST.

SEALYHAM TERRIER, Marks on Face, Bushy Hair, Short Legs, Name "BINKEY" on Collar. Finder will be Rewarded on returning to No. 1, CONDUIT Road. [1362

PUBLIC AUCTION.

THE Undersigned have received instructions to put up for Sale by

PUBLIC AUCTION,
on
THURSDAY,
the 11th day of October, 1923, at 3 p.m.,
at the AUCTION ROOMS of
Messrs. LAMMERT BROTHERS,
At No. 3, DUDDELL STREET.

The following Property:—

A DWELLING HOUSE known as No. 5, HILL ROAD, VICTORIA, in the Colony of Hongkong and situate upon the REMAINING PORTION OF SECTION B OF MARINE LOT No. 188 and the REMAINING PORTION OF SECTION C OF MARINE LOT No. 189. The area of the property is 3,771 square feet and it is held for the term of 999 years from June, 1861, subject to the Crown Rents of $13.37 and $26.68.

Particulars and Conditions of Sale can be obtained at the Auction Rooms or from the Undersigned.

Messrs. HASTINGS & HASTINGS,
DENNYS & BOWLEY,
3, Des Voeux Road Central.

1361]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "EURYPYLUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 28th September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd October, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 16th Oct., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th September, 1923. [1360

THE HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 6TH, and MONDAY, 8TH OCTOBER, 1923, commencing 3.15 P.M. each day.

The Charge for Admission to the Public Enclosure will be $1. Soldiers and Sailors in uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS at $5 each up to FRIDAY, OCTOBER 5TH.

The Stewards invite the Ladies of Hongkong to be present. [1340

S.S. "SONGHOI."

BY ORDER OF THE MORTGAGEES.

TENDERS are invited up to the SIXTH day of OCTOBER, 1923, for the purchase of the above named vessel with Engines and Boilers and various Auxiliary Machinery on board.

Terms of view may be obtained on application to the Undersigned.

Tenders must be accompanied by a deposit of $ [illegible] returnable after decision on the Tenders has been reached.

The [illegible] was formerly known as the s.s. "HO[illegible]NG" and previously as the s.s. "ORI[illegible]L".

PARTICULARS.

Port of Register—Haiphong.
A Single Screw Steel Steamer of I.H.P. 6,000 fitted with Internal Electric Lighting.

Length overall between Perpendiculars	410'5"
Breadth	48'
Depth	34'
Draft fully laden	28'
Gross Tonnage	5,284
Nett	3,085
Cargo Cubic feet	127,650
Built: Where	Greenock
Built: When	1888
Built: By Whom	Caird & Co.
Bunker Capacity...Main Bunker Tons	947
" Spare " "	90
Engines and Boilers made by	Caird & Co.
First Cabin accommodation	40
Tween Deck accommodation	638

The Ship is to be Sold with all Life Boats, Life-preservers and Lifebuoys, Deck Stores, Engine Room Stores, Commissary, Equipment, Silverware, Cutlery, Glassware, Cabin Fittings, Mattresses, Pillows, and Linen, as they now are on board the vessel.

All Tenderers shall be deemed to have inspected the Ship and the Purchaser will take the Ship her Tackle Apparel and Furniture and with all faults in the Condition in which they lie at the time the Contract for Sale is entered into.

Any Error Misstatements or Misdescription of Particulars shall not vitiate any Sale made in pursuance of any Tender received hereunder or entitle the Purchaser to compensation.

The Vendors shall not be concerned to see to the Registration of the Ship but will at the cost of the Purchaser execute as Mortgagees a Bill of Sale in favour of the Purchaser.

The Vendors shall not be bound to accept the highest or any Tender.

Tenders will be received at the Office of the Undersigned, Prince's Buildings, Hongkong, up to the SIXTH DAY OF OCTOBER, 1923.

JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees.

1357]

INTIMATIONS

S.S. "LOONGSANG."

THE Undersigned, from whom particulars can be obtained, invite OFFERS FOR THE PURCHASE OF THE WRECK of the above Vessel, as she now lies in Hongkong Harbour. The Wreck to be removed by purchaser in accordance with Conditions to be obtained from the Harbour Master.

GILMAN & CO., LTD.
(Agents, THE SALVAGE ASSOCIATION, London).
JARDINE, MATHESON & CO., LTD.
General Managers,
INDO-CHINA S.N. Co., LTD.
[1354

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID AND STRAITS.

THE Motor Vessel

"GLENOGLE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st October, 1923, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 1st Oct., 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 24th September, 1923. [1348

S.S. "CAPTAINE FAURE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, MIDDLESBROUGH, &c., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 1st October, 1923, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th October, 1923, or they will not be recognized.

All damaged packages will be examined on Monday, the 1st October, 1923, at 10 A.M., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.

Hongkong, 25th Sept., 1923. [1349

S.S. "ANGERS"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 2nd October, 1923, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th October, 1923, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 2nd October, 1923, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.

Hongkong, 26th September, 1923. [1353

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "EUMAEUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risks and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 27th September.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th September, 1923. [1355

INTIMATIONS

NOTICE OF REMOVAL.

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (3rd floor), to which Address all Correspondence should be directed.

Hongkong, 16th July, 1923.

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS LISTS for the above Fund are open at the following places:—

HONGKONG GENERAL CHAMBER OF COMMERCE.
HONGKONG & SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
MERCANTILE BANK OF INDIA.
INTERNATIONAL BANKING CORPORATION.
NETHERLANDS TRADING SOCIETY.
YOKOHAMA SPECIE BANK.
HONGKONG CLUB.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order,
D. K. BLAIR,
Secretary.

HONGKONG RELIEF COMMITTEE.

Hongkong, 10th September, 1923. [1297

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices, 20, DES VOEUX ROAD CENTRAL, on TUESDAY, the 2ND of OCTOBER, 1923, at 11 A.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd of September, to 2nd of October, both days inclusive.

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, 13th September, 1923. [1311

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN That the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1ST to 8TH OCTOBER, 1923 (both days inclusive).

Warrants for the Interim Dividend can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on and after the 9th prox.

By Order of the Board.
E. COCK,
Acting Chief Manager.

Hongkong, 17th September, 1923. [1317

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, Hongkong, on FRIDAY, 5TH DAY of OCTOBER, 1923, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1923.

THE TRANSFER BOOKS of the Company will be CLOSED from 27th September to 5th October, 1923, both days inclusive.

By Order,
M. MANUK,
Secretary.

Hongkong, 19th September, 1923. [1327

TO LET.

OFFICES in UNION BUILDING—One Room on Fifth Floor,
Apply
UNION INSURANCE SOCIETY OF CANTON, LTD.

BOWERN & CO.,
No 8, MUSEUM ROAD,
SHANGHAI

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS.

For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATORS, MARINE SURVEYORS AUCTIONEERS, COAL MERCHANTS.

FREIGHT BROKERS, METAL MERCHANTS.

Machinery For Sale, New and Old in First Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS (Members Shanghai Share-Brokers' Association).

SOLE AGENTS FOR CHINA:—

GREEN'S PATENT ANCHORS.
SAMUEL WARREN & Co., LTD. (Sheffield), High-Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application.

(Enquires Welcomed

CABLE ADDRESS: BOWERN, Shanghai.
CODES: Bentley's, Scott's, A.B.C. 5th Edition and Improved.

PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes—XL, XS, 880.

TO LET:—GODOWN, No. 153, Praya East. Apply GANDE, PRICE & Co., LTD. 136]

JUST ARRIVED.—Cheque Perforaters, Numbering Machines, Perforaters (Cancel and Paid). RAMSAY & Co., Beaconsfield Arcade. [133

INTIMATION

IDEAL BEVERAGES

WATSON'S DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

"PYERIS"

SPARKLING MINERAL TABLE WATER

Healthful and Refreshing.

Blends excellently with Whisky.

WATSON'S STONE GINGER BEER

Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

"FORMAZONE"

Possesses the characteristic stimulating and refreshing qualities of Champagne: it has a delicious flavour.

Phone 436. Phone 436.

A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 29TH, 1923.

THE RENDITION OF WEIHAIWEI.

THE issue by H.M.'s Legation in Peking of the official text of the draft agreement for the rendition of Weihaiwei to China, before the signatures have been appended to it, is possibly intended to correct certain misapprehensions which have prevailed in influential Chinese circles regarding the document. The delay in signing the Agreement is, no doubt, partly due to the political chaos which has prevailed for so long in Peking, but the fact that the Provincial Assembly of Shantung, some time ago, registered a protest against the agreement has doubtless provided a very good reason or excuse for the delay. By the publication of the official text of the draft agreement we are able to see that the hostility of the Shantung Provincial Assembly is based, in one important particular at least, upon a misapprehension of the terms. The Assembly discussed the subject upon "information in its possession," secretly obtained, without having the actual text of the agreement before it. Among other things, it was said that "the agreement provided for the reservation of the naval port and anchorage at Liukungtao for the British Fleet in the Far East for a period of fifteen years." The official text says that "The British Government proposes to return the full sovereignty of Liukungtao to China; in return, China will allow the British Navy the use of the anchorage, after the Chinese Navy, for a period of years which may be extended by mutual agreement. The British Government does not ask compensation for the naval lands or buildings on the island, but, in return, the Chinese Government will loan certain lands and buildings to the British Navy for purposes of instruction and recreation." There is nothing in this incompatible with the British promise given at Washington. Lord BALFOUR, it may be recalled, said Weihaiwei, since it came under the control of the British, a quarter of a century ago, had been used merely as a sanitorium or summer resort for ships of war coming up from the tropical or more southern portions of the China Station. "I doubt not," he said, "that arrangements can be made under which it will remain available for that innocent and healthful purpose in time to come. But Chinese sovereignty will now be restored," etc. The Chinese negotiators, acting, no doubt, on the instructions of the Government, have assented to these arrangements. The Agreement makes it clear that Liukungtao will not be opened to foreign trade and residence, but will be maintained by China as a naval base, under control of the Chinese Navy. There can be no question, therefore, that, although the British Navy, next to the Chinese Navy, will be allowed the use of the anchorage, the sovereignty will be China's. While the whole of the leased territory on the mainland will also be returned to China, a small portion will be set aside as an area for foreign trade and residence in which a special municipal area will be established. The future status of Weihaiwei will be that of a Treaty port. Foreign residents in China who have been accustomed for twenty years or more to regard Weihaiwei as a summer resort will be gratified to see that the conditions of the Agreement are such as should assure the future prosperity of the place as a holiday resort for foreigners, even if they do not clearly assure a development of its general trade and commerce. Not only does the Chinese Government agree to the Chinese Administrator of the territory being assisted, so far as the municipal area is concerned, by a Sino-Foreign Advisory Committee, but it is prepared to place certain specific land and buildings at the disposal of the British Government for use as a Consulate, Club, Golf Course and Cemetery. The Chinese Government also undertakes to maintain the existing police and sanitary regulations, under which the territory has been well governed during the past quarter of a century, and it is of importance to note that a portion of the revenue of the Customs will be devoted to this purpose. Very much depends, of course, upon the extent to which the Chinese Administrator follows the advice of the Sino-Foreign Committee in regard to the government of the municipal area, for it would be idle to disguise the fact that nowhere in China have the Chinese authorities yet shown capacity to govern a municipal area with that efficiency which the foreigner deems necessary in the interest of public health and public security. But it will be hoped that at places like Weihaiwei and Tsingtao every effort will be made to maintain in the highest state of efficiency the models of municipal government they inherit there from the Powers who have created them, and that these places will retain their popularity as summer resorts.

The Mercantile Bank of India, Ltd., is opening a branch at Batavia on October 1st.

It is stated that the Arsenal at Canton forwarded to the East River front, by Canton-Kowloon Railway, on the 24th inst., 200,000 cartridges for use in the military campaign.

It has now been ascertained that nine persons were killed and five injured by the collapse of an arch at the Japan Relief Bazaar in the First Park at Canton on Wednesday. The arch collapsed during a storm.

The strike of cargo coolies at Canton continues. "On account of intimidation, no one dare touch the cargoes," says our Canton contemporary, who adds that the strike, if it continues much longer, will involve merchants in heavy loss.

Mr. J. R. Summers, who has been a member of the staff of the American Consulate-General, Hongkong, for the past two years in the capacity of secretary to the Consul-General, has been promoted by the Secretary of State of the United States to be American Vice-Consul at Hongkong.

CLAIM AGAINST THE ASTOR HOUSE.

TAILOR'S SUIT FOR DAMAGES.

The case was mentioned in the Summary Court, yesterday morning, in which Mr. W. P. Simpson, tailor, and Mrs. Simpson, of 53, Kennedy Road, are bringing an action against the Astor House Hotel for $1,000 damages for improper distress. The Puisne Judge fixed the hearing of the case for next Thursday.

HONGKONG ST. ANDREW'S SOCIETY.

ANNUAL MEETING.

The annual meeting of the Hongkong St. Andrew's Society was held in the City Hall yesterday evening.

The Hon. Mr. A. G. Stephen presided and was supported by Messrs. R. Sutherland, D. K. Blair (Hon. Secretary), J. W. R. McPhail (Hon. Treasurer), A. K. Henderson, J. Reid, A. O. Lang, and J. W. C. Bonner.

The CHAIRMAN, proposing the adoption of the report and accounts, remarked that the Society was in a very healthy condition. Seventy-three new members had been enrolled during the year, and he hoped another 73 would be enrolled during the coming year. The Society had done nothing but good since it came into existence, and he hoped every Scotsman in the Colony would become a member eventually. Their activities during the past year were well known to all present, and that everything had gone off successfully was common knowledge. He hoped the Government would take notice of the remarks he had passed at the last St. Andrew's ball, and provide the Colony with a new City Hall.

There was one thing he would like to mention, and that concerned the Scottish Company of the Volunteers. He was told that the Company had been hardly maintained at full strength. He was sorry to hear that. The martial spirit of Scotsmen was as strong to-day as ever it was, and during the War, when the great combing-out took place, the yield in Scots was the smallest in Great Britain. Quite apart from keeping themselves fit and being of use in the defence of the Colony, every Scotsman should consider it a priviledge to don the kharki. He hoped the Company would soon reach its full strength, and that every young Scotsman would roll up during the coming season.

The CHAIRMAN then proposed the adoption of the report and accounts.

Mr. DAVID GOW seconded and the resolution was carried unanimously.

The officers were then elected as follows:—

President, Mr. R. Sutherland.
Vice-President, Mr. J. Reid.
Hon. Secretary, Mr. D. K. Blair.
Hon. Treasurer, Mr. J. W. R. McPhail.
Committee: Messrs. A. K. Henderson, Dr. C. Forsyth, W. Nicholson, George Hogg, and J. B. Ross.

Mr. R. SUTHERLAND briefly expressed his appreciation at being elected President of the Society, and remarked that he had been connected with St. Andrew's in Shanghai and Hongkong since 1895.

It was decided to hold a St. Andrew's ball on November 30th, as usual.

This concluded the business of the meeting.

A FATHER'S OPINION OF HIS SON.

ASKS MAGISTRATE TO ORDER "A GOOD THRASHING."

When the aged father came forward to plead, ostensibly on behalf of his son, who was charged before the Magistrate (Mr. J. R. Wood) with theft, yesterday morning, the Court prepared for tears. Instead, there came the following amazing harangue:—

"This," pointing to the youth bitterly, "is my son. He refuses to go to school, and continually uses perfume. Perfume is filthy stuff, and I am always upbraiding him for using it, at the best he is only a coolie." Then came the unkindest cut of all.—"He wears his hair in the American fashion," continued the father wrathfully, "but he is as ignorant as any pig, I can do nothing with him myself, and I only hope your Worship will give him a good thrashing."

The boy (aged 18) was charged with the theft of a pair of spats, perfume, and white cleaning material, from Messrs. Lane, Crawford, Ltd., where he was employed as a coolie. He was charged alternately, with receiving the goods, and his mother also appeared on the latter charge.

Det.-Sergt. Neal told the Court that Lane Crawford's had been continually missing goods from the clothing department since defendant had been with them. One day an anonymous 'phone message was received to the effect that if the firm sent the police round to the youth's house, 92, Cross Street, they would find certain goods belonging to them. The police went round, and the articles forming the subject of the charge were discovered.

Defendant admitted taking the goods, but said he found them on the floor, and thought they had been abandoned because of mildew.

This admission being tantamount to a plea of guilty, the police dropped the charges of receiving against the youth and his mother, and proceeded with the theft charge only.

The lad was sentenced to a month's hard labour, and the mother discharged.

BIG MATSHED FIRE.

Shortly after eight o'clock last night an outbreak of fire occurred in some contractors matsheds at the upper end of Wongnaichong Gap.

The alarm was received at the Central Fire Station at 8.20 and within two minutes an engine in charge of Inspector Moss was speeding towards the scene of the conflagration. Wanchai fire station also received the alarm and turned out.

By the time the Brigade arrived at the scene the flames had obtained a firm hold, and, while the fire lasted, it burnt furiously.

A big crowd gathered around Happy Valley, from whence a splendid view of the fire could be obtained, the flames lighting up the sky and the surrounding hillside.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

UNREST IN GERMANY.

RUHR WORKERS ORDERED TO RESUME WORK.

BERLIN, September 27th.

The Minister for the Occupied Territory has issued a manifesto to the population of the Ruhr ordering a resumption of work.

MUNICH, September 27th.

The situation up to the present is most calm.

The crowds which assembled at the various meetings learned of the interdiction and dispersed quietly.

GERMANY'S TWO DICTATORS: ARE THEY RIVALS?

LONDON, September 27th.

As has been briefly indicated in earlier cable messages, Germany has the unique distinction of two dictators; an Imperial dictator in the shape of Herr Gessler, Minister of Defence, and a Bavarian dictator in the shape of Von Kahr. Whether they are rivals, or complementary to each other, events will show, as the despatches from Berlin and from Munich are not clear on the subject.

The opinion in Diplomatic circles in London as regards the action of the Reich, is that it was in the nature of a precaution against a reactionary revolution rather than against the Communists. The danger to the Reich of a combination of Bavaria's rival reactionaries, dominated respectively by Von Kahr and Hitler, has been averted for the time being by Von Kahr's pronouncements and acts against the followers of Hitler, whose advocacy of State Socialism he strongly opposes.

EARLIER CABLES.

HERR EBERT'S SWIFT ACTION.

BERLIN, September 27th.

It appears that Herr Ebert signed a decree proclaiming a state of emergency throughout Germany immediately after a meeting of the Imperial Government, which was convoked at midnight in consequence of the news of the appointment of a Bavarian dictator. That completely surprised the Government, as the aims of his organisation were hitherto regarded as practically indistinguishable from those of Hitler's. According to a telegram from Munich, Von Kahr's first action was to prohibit fourteen mass meetings of the National Socialists to-night, unless Hitler guaranteed there would be no disorder.

RUHR COMMUNISTS CONTROL WORKERS.

DUESSELDORF, September 27th.

The Ruhr Communists have declared a general strike in the mines, and the trade unions have lost control of the situation and are unable to influence the men. Work has already ceased in five or six mines in the districts of Recklinghausen, Gelsenkirchen and Wanne.

THE DANGER OF A REVOLUTION.

BERLIN, September 27th.

During collisions last night at Annaberg, in Saxony, between Nationalists and workmen, one person was killed and 25 were injured.

MUNICH, September 27th.

The Bavarian Peoples' Party organ, in an attack on General Ludendorff who it is well known is behind the Hitler movement, warns him that if he provokes a revolution he will be fulfilling the French hopes, as the latter will intervene. Ludendorff has replied, denying that he has the least intention of procuring a revolution.

BERLIN, September 27th.

A Gazette rescinds all passive resistance orders.

LATEST CABLES.

BOOM IN WELSH TIN PLATE INDUSTRY.

ORDERS CONTINUING TO ARRIVE FROM JAPAN.

LONDON, September 27th.

One British industry that is not suffering a slump is the Welsh tin plates industry, which is working full capacity.

Ten new mills are to be erected shortly, and substantial orders continue to arrive from Japan in connection with the work of reconstruction.

UNITY OF THE EMPIRE.

NECESSARY TO WORLD PEACE AND PROSPERITY.

LONDON, September 27th.

Mr. Massey (Premier of New Zealand) has arrived in England to attend the Imperial Conference.

He travelled *via* the United States, where he visited President Coolidge.

Interviewed by Reuter's at Southampton, he declared that Great Britain's only hope of finding new markets to replace lost European markets lay in the oversea countries of the Empire; similarly, Great Britain was the best market for the Dominions.

New Zealand had, within recent years, greatly increased the number of commodities on which preference was given to Great Britain. New Zealand was prepared to go still farther, but she must move with the British Government. "We realise the truth that, 'united we stand, divided we fall' and hope that when the Dominion representatives return they will be able to report that the Empire is securely united."

Mr. Massey said he favoured official interpretation of the constitutional position which would be used when difficulties occurred, and he declared that the British Empire, to day, was more necessary than ever to the welfare and peace of the world.

The New Zealand Naval force was only a nucleus of that intended for the protection of trade routes, and he entirely approved of the Singapore base as he believed it was necessary to the interests of Australasia.

ABYSSINIA TO JOIN LEAGUE OF NATIONS.

GENEVA, September 27th.

The Assembly of the League of Nations voted unanimously in favour of the admission of Abyssinia.

MORE EARTHQUAKE SHOCKS.

TEHERAN, September 27th.

Several earthquake shocks were experienced at Kerman to-day. Much damage was caused.

INTERNATIONAL POLO.

WESTBURY, September 27th.

In the Waterbury Cup Polo Match, Meadowbrook defeated the British Army by 10 goals to 9 after playing an extra chukker.

EARLIER CABLES.

TRAFFIC IN OPIUM.

SUGGESTED MEASURES FOR LIMITATION.

GENEVA, September 27th.

The League Assembly has adopted the resolution submitted by the Opium Committee, including a resolution urging the countries which have not yet ratified the Opium Convention of 1912 to do so soon, and apply its provisions. Mr. Chao Hsin-chu declared that the best means to control the traffic were to ratify and apply the Convention. Dame Edith Lyttelton announced that Great Britain approved the proposal for two conferences, the first one a conference of interested Governments to devise practical measures to reduce the consumption of opium in countries where its use was temporarily maintained, and especially for the suppression of opium production in China: and secondly a conference of all the members of the League and all parties to the Convention of 1912. The Maharajah Nawanagar declared that the Government of India would co-operate with the League, while Mirzar Im (Persia) urged that the economic character of the opium production in Persia required consideration.

SEAPLANE RACING AT COWES.

LONDON, September 27th.

At Cowes the contest for the Schneider Cup opened inauspiciously. The British seaplane Black Burn Napier-taxied across the starting line, heading westward, lost its balance, then capsized and sank. The pilot was unhurt.

BERLIN TO LONDON IN SIX HOURS.

LONDON, September 27th.

The airman Robertson, piloting an eleven seater De Havilland 34 aeroplane, flew from Berlin to London in six hours, which is record time.

THE PEACE OF EUROPE.

MR. BALDWIN'S IMPORTANT STATEMENT.

LONDON, September 27th.

Mr. Baldwin, in his first public appearance since he saw M. Poincare, addressing students at the Philip Stott College, near Northampton, said the whole question of the present situation of Europe in the world must be expounded and debated at one of the early meetings of the Imperial Conference.

Peace above all was his object, and in that spirit he was endeavouring to deal with the situation in Europe, which must be debated at an early meeting of the Imperial Conference. He at present could only say that when he assumed office there was an atmosphere of restraint, almost distrust, between France and Britain. It had been his good fortune in the interview with M. Poincare to help to restore the atmosphere of confidence, "no more and no less." He continued: "But I think there is now both in Paris and in London a recognition of the importance of the Entente in this way, that without it a European settlement would be far more difficult. Indeed events during the last two or three weeks pointed that to those who have eyes to see, the best hope of a settlement lies in intimate relationship between France and Britain.

BRITISH LABOUR PARTY'S APPREHENSIONS.

LONDON, September 27th.

The conference of the Trade Union Congress and the executive of the Labour Party has passed a resolution demanding that Mr. Baldwin immediately convoke Parliament in view of the gravity of the situation in Germany and its consequent inevitable effect on trade and employment in Britain.

ITALY AND GREECE.

CORFU EVACUATED.

ATHENS, September 27th.

Corfu was handed over to the Greeks this morning.

CORFU, September 27th.

The town is in perfect order under the resumed civil administration and no threats have been made against the Italians by the citizens, hence the population were surprised to see four Italian dreadnoughts and seven destroyers reappear from behind the island of Vido and anchor before the town. The cause of this reappearance is unknown.

POPULACE WELCOME GREEK GOVERNOR.

CORFU, LATER.

The apprehensions of the population were dispelled when the evacuation began. The Italian flag was lowered amid salutes by the Italian fleet and a Greek destroyer, and the Italian flagship saluted the Greek flag when it was hoisted. Forty thousand inhabitants welcomed the Governor when he landed, and shouldered him to the prefecture. British and French flags were waved by the crowd which demonstrated enthusiastically in front of the British and French consulates.

ATHENS, September 27th.

The news of the evacuation of Corfu was almost unobserved here, owing to the general depression, Italy obtaining practically everything demanded.

ITALY'S PRECAUTIONARY MEASURES.

LONDON, September 27th.

The Italians have not completed the evacuation of Corfu, for although the troops have left, a Rome message states that an Italian squadron has been ordered to remain anchored in the roadstead until Italy actually receives the fifty million lire payable by Greece.

Lieut.-General Sir Philip Chetwode, in presenting the prizes at the Aldershot Command Rifle Meeting on August 11th, said that, as regards shooting, the Army had not got back to the standard of 1914.

Piccadilly-circus Underground Station is to be rebuilt. The new station will be about 15ft. immediately below the Circus, and will have a broad subway under the Circus completely encircling the booking hall. There will be seven entrances. The growth of traffic has been enormous. In 1907, the first complete year after the station was opened, there were 1,500,000 passengers. Last year the total was 18,000,000.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

JAPAN'S FINANCIAL STABILITY.

TRIBUTE TO JAPANESE MANAGEMENT OF FINANCE.

LONDON, September 27th.

There is much satisfaction on the London Market regarding the news that the money required to pay maturing coupons of Yokohama Nagoya Gold Bonds was received through normal channels, not by draft upon Japanese Government balance.

The Times, in a leading article extolling Japan's financial stability, enumerates the large reserves held abroad and pays tribute to the Japanese management of monetary matters as being in accordance with the best orthodox policies of European nations. It declares that whatever her ultimate requirements may be, she will have no difficulty in raising the sums required.

JAPAN'S LIBRARY AND SCIENTIFIC COLLECTIONS.

THANKS EXPRESSED FOR INTERNATIONAL HELP IN RECONSTRUCTION.

GENEVA, September 27th.

In the League of Nations Assembly, Mr. Adatchi expressed acknowledgments for the international assistance promised for the reconstruction of libraries and scientific collections in Japan.

FINAL STAGE IN BANQUE INDUSTRIELLE PROCEEDINGS.

PARIS, September 27th.

The final stage of the Banque Industrielle de Chine proceedings was reached when the Court of Commercial Jurisprudence delivered judgment confirming compromise settlement of the affairs of the Banque voted for by the creditors.

FAILURE OF THE CHURCH IN THE FAR EAST.

NEW LINE OF MISSIONARY ENDEAVOUR SUGGESTED.

The partial failure of the Church in the Far East was suggested by Miss Ward, travelling secretary of the Society for the Propagation of the Gospel, when addressing the Church Congress at Plymouth.

She stated that, as result of Western civilisation, mothers in Bombay could be seen drugging their babies with opium to quieten them while the mothers were at work in factories, while children under ten years of age in China work seven to ten hour shifts. Miss Ward urged the striking out of a new line of missionary endeavour.

[FROM THE "DAILY BULLETIN."]

THE MORATORIUM.

OSAKA, September 27th.

The *Asahi* reports that the Moratorium will be withdrawn at the end of the month.

The *Asahi* understands that the Government intends guaranteeing the Bank of Japan against losses entailed through rediscounting bills.

CHINA'S FINANCE MINISTER.

PEKING, September 27th.

Chang Hu is expected to return from Tientsin this evening.

The reports regarding Chang Hu's successor are denied in official circles.

REMOVAL OF SEIZED ARMS.

PEKING, September 27th.

The large stock of arms and ammunition captured from the An Fu and Fengtien forces and stored at Sanchitien have now been removed to Szechuan in accordance with the orders of Wu Pei-fu.

The Aldershot Command has arranged for Divisional Manœuvres—the first since 1913—to take place at the conclusion of the period of training on which the 2nd Division entered on August 13th.

THE OPULENCE OF HAMBURG.

GREAT PLEASURE CROWDS.

Sir Percival Phillips who has been touring Germany and writing a series of articles for the *Daily Mail* has the following to say on the "Opulence of Hamburg."

In the German passport bureau at Amsterdam, where visas are granted to travellers desiring to enter unoccupied territory, the devious route through two suites of offices which must be followed by the applicant is marked by collecting-boxes with "Save the German children" placarded above them, the last and largest box being on the desk of the suave consular official upstairs, who can accept or reject prospective visitors to the Fatherland.

The pilgrims punctuate their progress from the front door by offerings to his charity, and as they go forward only to find more boxes they continue to grease the wheels of officialdom for policy's sake, usually beginning with the equivalent of pence and winding up with a silver gulden (1s. 8d.) dropped reluctantly into the propaganda mill under the scrutiny of the all-highest official.

You do this as you leave the application for a visa. There is no compulsion, but, having gone that far, you naturally wish to ensure a pleasant atmosphere for the document with which you have deposited a fee of 9 gulden (15s.)

A mild and charitably minded fellow-traveller who contributed his offering with the others grew very wroth when we entered the land of starving children together next day and he realised how the obligations which could be easily borne by the inhabitants of this prosperous country have been shifted to the shoulders of foreigners.

It is another example of their criminal evasion of responsibility. Help is asked from abroad for their poor while they waste money in public and private extravagances.

CROWDED FIRST-CLASS.

The story of prosperity begins at Bentheim, the frontier station where express trains from Holland diverge to Hamburg and Berlin. Railway travel, because of its disproportionate cheapness, seemed to be as heavy as in Britain during Bank Holiday time. First-class carriages were packed with touring Germans the moment the Customs barrier was lifted, and all the way to Osnabruck, Bremen, and Hamburg additional passengers fought and argued for a foothold in my train. The number of foreign tourists was very small. Most of the travellers were German families on holiday, and they came from the small towns as well as the cities.

Between Bremen and Hamburg the rush was even greater. There were small shopkeepers and their wives; youths wearing the insignia of the Swastika and other reactionary societies which help to keep alive the hatred in the Ruhr; fat business men reading the obituaries of the mark, and a noticeable number of farmers in stiff new suits, surrounded by their families, all wedged compactly into the compartments or corridors of the first-class carriages—an environment to which many of them were evidently unaccustomed.

The conversation of these cheerful people had nothing to do with the sufferings of striken Germany. They remarked on the abundant harvest which could be seen on every side—field after field of ripened corn newly harvested, with the workers pausing to smile at the train and discussed the respective merits of the coast resorts to which most of them were bound.

At Hamburg they were swallowed up in the multitude of other pleasure-seekers flowing in and out of the central railway station.

EXPENSIVE HOLIDAYS.

One fact was evident as the result of this journey. In Western Germany at least people are well enough off to take expensive holidays and not to stint themselves in any way when travelling.

Prosperity is written large on the face of Hamburg. Her shipping magnates and financiers exclaim loudly at the poverty of Germany, but their protests are belied by the signs on every hand of public and private expenditure on a most generous scale. As elsewhere, profits have been invested in new buildings, shipyards and factories have been enlarged; the municipal authorities have spent lavishly in further improving and adorning the city.

The most imposing structure in the business quarter is the great administration building of the Hamburg-American Line, where plans are being perfected for restoring the German merchant marine. New ships are on the ways at Blöhm and Voss's yards, which dominate the inner harbour. At one quay is moored the *Albert Ballin*, the latest addition to the new Transatlantic fleet, and at the next is her sister ship, *Deutschland*, only half finished, which, as the boastful guide in the harbour excursion steamer shouts with perfect truth, "will be followed by other passenger ships bigger than those Britain and the United States took from us."

Prosperity is stamped all over the headquarters of Herr Hugo Stinnes, the evil genius of Germany. He took an entire hotel, the Hamburger Hof, which faces the Alster basin, in the heart of Hamburg, and here you will always find an admiring crowd of German tourists and townspeople gathered around the ground-floor windows gazing at the models of his ships and reading the malicious propagandist literature on the Ruhr which is set out in bulletin boards in front of the branch office of his newspaper, the *Deutsche Allgemeine Zeitung*.

STINNES'S PROFITS.

The profits of Herr Stinnes's sea ventures are enormous. He is building larger ships. He is extending his holdings in property in South American ports. He is the most powerful man in the free city of Hamburg, and his dexterity in hiding capital so that it cannot be touched by tax-gatherers has made him a model for the lesser captains of industry.

Hamburg shows its prosperity in many ways. There are as many private yachts as ever skimming the placid surface of the Inner and the Outer Alster basins, and on a pleasant afternoon these twin lakes are covered with craft of all kinds, from graceful canoes to racing motorlaunches, many of them driven by owners who are the type one sees rowing on the Serpentine. Schoolboys and clerks have their own boats, and it is a common sight to see two lads in knickerbockers manœuvring a yacht through the maze of craft.

(Continued at foot of next column.)

SUIT AGAINST A SHIP-OWNER.

CAPTAIN'S CLAIM AGAINST MR. NEMAZEE.

Mr. H. M. H. Nomazee is being sued by Capt. J. Watson for damages for wrongful dismissal. The plaintiff is claiming the equivalent of three months' salary at £45 a month as master of the s.s. *Gorjistan*.

The claim was mentioned before his Honour the Puisne Judge (Mr. Justice Gompertz) in the Summary Court yesterday morning, to fix a date for the hearing of the action. The case was fixed for Monday.

Mr. Corbett (for defendant) asked leave to file a counter-claim for damage done to the ship. Leave was granted, the counter-claims to be filed by noon on Monday, with leave to plaintiff to apply.

COCKS O' THE NORTH.

YORKSHIRE'S BRILLIANT ACHIEVEMENT.

When they defeated Leicestershire on August 10th by an innings and 74 runs Yorkshire set up a new record in the County Championship—21 wins in a season, the previous best being 20 by themselves (1901), and Kent (1913). A few facts and figures connected with this phenomenal performance may be of interest even to non-Yorkshiremen.

Beginning the season with a win over Glamorgan Yorkshire proceeded to beat Middlesex, Worcestershire, Warwickshire, Northamptonshire, Essex, Leicestershire, and Gloucestershire twice each; and Derbyshire, Surrey, Kent, Sussex, Somerset, and Lancashire once. Their three draw games—all the result of rain—were against Kent, Lancashire, and Notts, and on each occasion the Yorkshiremen were in a winning position when the weather stepped in and applied the closure. Their single defeat was at the hands of Notts, who beat them by three runs!

Eleven of the Yorkshire wins were by more than an innings, five by more than 5 wickets, and four by more than 80 runs, the only "near thing" being the Surrey match at Sheffield which was won by 25 runs.

Every Yorkshire wicket that fell during the 25 matches cost their opponents on the average 20.41 runs each, whereas the Yorkshire bowlers captured their wickets at an average cost of 13.51 runs, a difference of 15.00 runs.

Two hundred and eight-two Yorkshire wickets produced 8,286 runs, compared with the 6,487 runs produced by their opponents 480 wickets. The average completed innings of Yorkshire's opponents (and in only two cases were innings not completed) was 136.

The Yorkshire innings passed the 300 mark on twelve occasions (highest total, 446 for 6 wickets *v.* Somerset), but their opponents never succeeded in scoring 300 runs in an innings, the nearest being 278 by Surrey. It may also be mentioned that, while Yorkshire declared their innings closed eight times, their opponents were never in a position to do so.

On only four occasions were the Yorkshiremen dismissed for fewer than 150 runs; but they themselves got opposing sides out for less than 150 thirty times, and on fifteen occasions the total did not reach three figures.

Only fifteen individual innings exceeding 50 (including two centuries) were scored against the Yorkshire bowling, and the Tykes retaliated with 43 scores over 50 and seven hundreds.

From the above it is clear that the present Yorkshire is a very remarkable combination, and the secret of their success is bowling—good length bowling and plenty of it!

Expensive hotels are as well patronised as the cheaper ones. I counted 120 persons at dinner in the so-called best hotel last night, and the head waiter told me that at least 100 were Germans. An unusually small percentage of American tourists is found here except when a Transatlantic liner is about to leave, so that the bulk of the expenditure is not by foreigners. The same can be said of all the cafés and wine restaurants which specialise in high prices.

German clients predominate; they eat and drink of the best, and the demand for expensive cigars was never better. The cuisine of Hamburg is famed for its solidity as well as variety, and the specialities, although dear even in the opinion of a visitor from abroad, are not too dear for impoverished natives.

THRONGED RESORTS.

Hamburg is a barometer for the excursion traffic to the North Sea resorts, and it registers "set prosperous." The summer hotels at Norderney and neighbouring islands are crowded. Heligoland retains its old-time popularity. The steamship *Kaiser* came up the Elbe yesterday with a full cargo of returned trippers, and set out again this morning with a fresh load of excursionists for distribution on the cramped little island, where even modest lodgings are expensive.

Industrial unrest has not ruffled the serenity of the city. Communist factions tried to dominate the Blöhm and Voss shipyards, with the result that a lock-out has been declared, but the only other sign of discontent is the ever-recurring demand for higher wages, consequent on the decline of the mark. Generally speaking, labour has not suffered, for advances have been made regularly in proportion to the inflation of currency.

The scarcity of paper marks has been countered by the drawing of cheques. During the past three days the principal hotels have allowed their guests to live on credit, and when leaving they buy a banker's cheque for the amount of their bill in marks, paying foreign currency therefor. All tips are included automatically, and, as even railway tickets are sold in the same way by the tourist agencies, it is possible for a traveller to liquidate his indebtedness without having to handle marks, except what is necessary for a taxicab and porterage at the station—and even these charges can be negotiated through the hotel.

The absence of marks has not made any appreciable difference in expenditure. Hamburg's air of opulence is undiminished, and her wealthy citizens watch unmoved the panic which has been created for the bewilderment of Europe.

NAPIER JOHNSTONE'S

'N. J. CLUB'

SCOTCH

The "Peg"

pre-eminent

since

1745

OBTAINABLE FROM

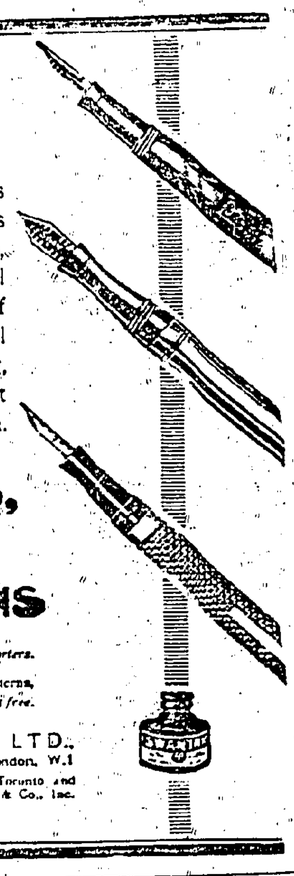
LANE, CRAWFORD, LTD.

AND ALL WINE MERCHANTS

This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavour, and still maintains a world-wide identical quality.

Perfect Gifts

The leading pen is always an acceptable gift. It is the symbol of friendship, for with every use it will inspire a kindly thought of the donor. It is a beautiful gift, yet useful and lasting, and will prove a constant pocket or desk companion.



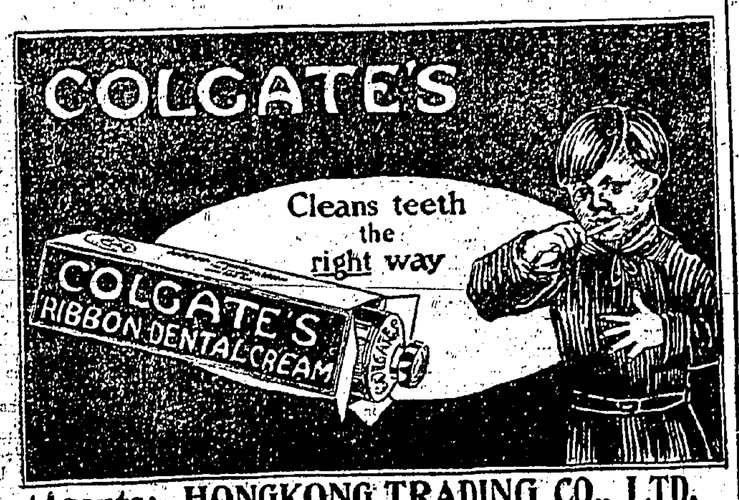
"SWAN" FOUNTPENS

Sold by Stationers, Jewellers and Importers.

Self-filling Patterns, Standard Patterns, Safety Patterns. *Illustrated List post free.*

MABIE, TODD & CO., LTD., Swan House, 133-135, Oxford Street, London, W.1

Manchester, Paris, Brussels, Zurich, Sydney, Toronto and Cape Town. Associate House: Mabie, Todd & Co., Inc. New York, Chicago.



'Agents:—HONGKONG TRADING CO., LTD.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December, 1922.

With Index, Price $7.50.

On sale at the *Hongkong Daily Press*

VETARZO BLOOD MEDICINE, BRAIN AND NERVE FOOD

Trial bottle of this remedy 3s. leading chemists or Vetarzo Remedies Co., Gospel Oak, N.W., London.

OF A CENTURY REPUTATION.

DE LECLERC'S PILLS FOR THE LIVER & KIDNEYS

INVALUABLE FOR DISEASES of these IMPORTANT ORGANS, GRAVEL, BACKACHE, GOUT, RHEUMATISM.

PRICE 3s., leading CHEMISTS or Post Free

De LE CLERC Med. Co. Sevenoaks, S.E. W.A. London

DANGERS OF BIRTH CONTROL

MEDICAL OFFICER'S WARNING.

Dr. J. Johnstone Jervis, medical officer of health for Leeds, in his annual report for 1922, refers in some striking passages to the subject of birth control. Commenting upon the fall of the birth rate in Leeds from 21.8 to 19.8 per 1,000, he says: "How people can, in these circumstances, talk of birth control and the necessity for the reduction of the birth rate passes comprehension. To talk of the risks of over-population with Europe depleted by war, revolution, famine, and disease, and other Continents calling out for settlers to occupy their land and develop their industries is childish folly. This Malthusian myth of over-population was exploded long ago, so one thought, but it has been resurrected, and is again being made to do service in this anti-social campaign to reduce the birth rate still further by artificial means. No one objects to the restriction of the unfit, but to interfere with the birth of the fit—and this seriously, is what is intended—is to invite disaster. Let there be no mistake about it, if the British Empire falls, it will not be for lack of money, as so many seem to fear, but for lack of men, and because its sons and daughters have been influenced by the vapourings of a few seekers after notoriety, and have allowed selfish interests to come between them and their duty. And there is a moral side to the question. To teach men and women how to cover up their sexual indiscretions and excesses is the surest way to introduce a state of anarchy and bring ruin on the whole social system. Neither the natural nor the moral law, can be flouted with impunity; sooner or later there must come a revulsion, with serious consequences to offenders. The State has also a duty in the matter, namely, to ensure that every parent has an income to enable him to maintain himself and his family in comfort and health. If it fails to do this, it fails in that on which most depends our national health and welfare."

WOMEN'S GAOL REVOLT.

PARIS, August 22nd.

The women's prison at Clermont, in the Oise Department, has just been the scene of a mutiny, which came very near to ending in the escape of all its inmates. It was only by the merest chance that the revolt was checked in time. The prison is divided into two sections, one inhabited by young offenders undergoing a process of reformation rather than punishment, and the other by women whose conduct in other prisons has necessitated their being placed under particularly severe discipline. These latter are housed in what were in ancient times the dungeons of the Château of Clermont. This part of the prison is a dangerous centre of intrigue and conspiracy, and a mutiny which broke out there twelve years ago ended in the whole establishment being held in a state of siege for some days. Yesterday three prisoners attempted to repeat this exploit. Madame Hequet, a wardress, was going the rounds in company with a prisoner named Lemoine, whose good conduct had inspired the prison authorities with such confidence in her that she accompanied the wardresses on their patrols and generally assisted them. Last night a prisoner asked for blankets, and Lemoine, with the wardress, carried them to her cell. But as soon as the wardress opened the door for Lemoine to pass in the blankets the prisoner sprang at her throat, and, assisted by Lemoine and another prisoner who was released from a neighbouring cell, securely bound her and prepared to lock her in the cell before liberating the other prisoners. But the plot was nipped in the bud in a curious fashion. Just as the three prisoners had finished binding the wardress, the chief wardress, who had been alarmed by the unusual noise, appeared unaccompanied in the corridor. Such was her moral ascendency over the prisoners that they appear never to have attempted to attack her, despite their superior numbers. When they were ordered to return to their cells they obeyed at once, and what might have been a dangerous revolt was ended through the courage and self-possession of the woman whose only arm was her gift of command.—*Daily Telegraph.*

COLONEL MAKES A POINT OF DANCING WITH SERVANT GIRLS.

Lieut.-Col. F. Hilder, M.P., for S.E. Essex, giving evidence at the Domestic Service Inquiry at the Ministry of Labour said the young men of the village in his constituency were apt to leave the servant girls severely alone at dances and socials. "I make it a point to dance with them," said witness, adding that it was a feeling of loss of social status which lay to a great extent at the root of the problem.

He suggested as a remedy the recruiting of an order for domestic service on lines similar to the Red Cross. It would be called the Gold Cross Order, and efficiency and good conduct would be insisted upon for membership.

BUNGALOW TRAGEDY.

GIRL SHOT DEAD.

A shocking tragedy occurred on August 18th, at the bungalow of Mr. Ingham, the works manager of the Engineering College, Poona. Sergeant John Pearson, of the Auxiliary Force, Madras, is alleged to have shot and killed Miss Ingham, whom he had been courting. It is alleged that after seeing Miss Ingham and her mother with a man at the Excelsior Cinema at Kirkee, Pearson, overcome by jealousy, borrowed a rifle from the artillerey line, and, proceeding to the Ingham bungalow, shot the girl dead.

Cuticura Heals Rashes

Bathe with plenty of Cuticura Soap and hot water to cleanse and purify. Dry lightly and apply Cuticura Ointment to soothe and heal.

Soap 1s., Talcum 1s. 3d., Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. British Depot: F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London, E.C.1.

Cuticura Soap shaves without mug.

OBTAINABLE EVERYWHERE

H. RUTTONJEE & SON.

[463

No. 7

5

Reasons Why

PARIS GARTERS

are recognized as the standard in men's garters by discriminating and well dressed men throughout the whole world:

1. Being tailored to fit *like* ers, they are secure and wholly comfortable at all times.

2. Their rubber cushion clasps, an exclusive feature of Paris Garters, hold the hose between rubber and rubber—securely and with no chance to tear even the sheerest silk hose.

3. Their trimmings are rust-proof—cannot be corroded by perspiration.

4. Only the best quality of live elastic—uniformly excellent and rigidly tested for long service—enters into them.

5. Paris Garters are made in every detail to merit and retain their reputation for supremacy in value, comfort and service.

AT ALL HABERDASHERS

Accept No Substitute

Insist On Getting the Genuine

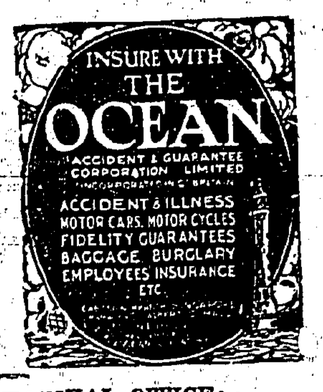
A. STEIN & COMPANY

Makers—Chicago, U. S. A.

Distributors:

Muller & Phipps (Asia) Ltd.

Hong Kong



SHANGHAI OFFICE:—

No. 29, PEKING ROAD, SHANGHAI.

AGENTS for Hongkong and South China:

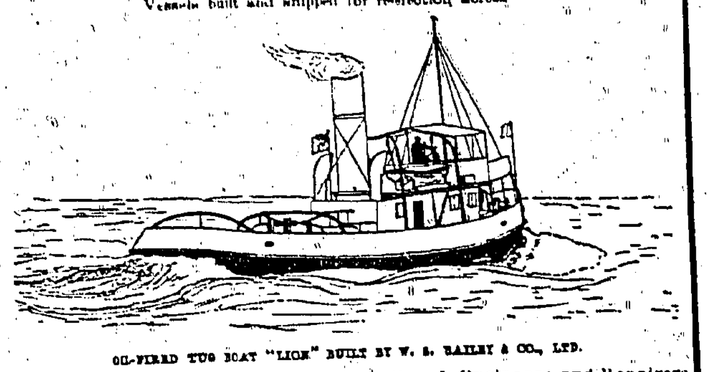
DODWELL & CO., LTD.

TELEPH. C. 1030. QUEEN'S BLDG

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds: Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for reerection abroad



OIL-FIRED TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boilers, Makers Founders and Constructional Engineers and Repairers

The Ideal material for Hot climates. For roofs, partitions & ceilings

It is light & strong.
It does not conduct heat.
It is practically indestructable.
It does not rust or corrode.
It is insect & vermin proof.

We carry large stocks and shall be pleased to quote prices and give you particulars.

SOLE AGENTS—

DODWELL & CO. LTD.

Telephone C. 1030. Machinery Dept.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

MITSUI BUSSAN KAISHA, LTD.

HONGKONG.

NATURAL MINERAL WATER

FRENCH GOVERNMENT'S Springs

VICHY CÉLESTINS

In bottles, half and splits

Gout, Diabetes, Rheumatism, Gravel, Arthritis

VICHY GRANDE-GRILLE For Liver trouble and Biliousness.

VICHY HOPITAL For Indigestion.

Refuse substitutes. —Mention name of Spring required.

LONDON BUYING AGENTS

We offer you our services as buying agents for British or Continental goods Established in 1844, but thoroughly up-to-date, our success is attained by making our customers' interests our first aims. Five expert buyers, with capable staffs, manage different departments, buying, with greatest care every class of goods giving our customers all the advantage of wide experience, and ensuring their requirements beingrightly supplied at lowest prices and best discounts.

KEYMER, SON & CO.,
Whitefriars, London.
Telegrams "Keymer, London." Est. 1814.

PUBLISHED TO-DAY.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

TRAVEL ARRANGEMENTS

FROM

HONGKONG TO ENGLAND

VIA

CANADIAN NATIONAL RAILWAYS.

Bookings made on all Trans-Pacific Steamship Lines in connection with Canadian National Railways from Victoria, and Vancouver to Montreal and New York, Choice of Trans-Atlantic Steamers to Liverpool, London and Glasgow.

Descriptive booklets, fares and all information supplied on application.

CANADIAN NATIONAL RAILWAYS

GENERAL TRAFFIC OFFICES:

PHONE C. 2004. QUEEN'S BUILDINGS, CHATER ROAD.

HUGO STINNES LINIEN

Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Adolf von Baeyer ...	9,000 tons	16th October.
Hindenburg ...	12,250 tons	2nd half of November.
*Emil Kirdorf	9,000 tons	1st half of December.
†Scheer ...	12,300 tons	1st half of January, 1924.
*Albert Vögler	9,000 tons	1st half of February, 1924.

HOMEWARD for Antwerp, Rotterdam and Hamburg.

Steamers	Tonnage, d.w.	Departure
*Carl Legien ...	9,000 tons	8th Oct., Calling at Manila
*Adolf von Baeyer ...	9,000 tons	—
Hindenburg ...	12,250 tons	—
*Emil Kirdorf	9,000 tons	—
†Scheer	12,300 tons	—

* These steamers are fitted with all comfort for the convenience of about 50 first class Passengers.
† Cargo boat.

AGENTS

REUTER, BROCKELMANN & CO.

26, Des Vœux Road Central. Phone Central No. 478.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI Direct.

13th October, 1923.

1st Class Fare to Singapore:—$100.

This vessel offers excellent cabin accommodation for saloon passengers) Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone Central No. 1574. Agents.

Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners. General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

s.s. "NANYO MARU No. 1" ... ...on or about 4th Oct.

For KEELUNG via Swatow & Amoy

s.s. "TAIKWA MARU" ... ...on or about 4th Oct.

For further particulars, please apply to—

S. MITARAI, AGENT.

Branch Office: No. 37, Bonham Strand, West Tel. Central No. 165.

Top Floor, King's Building. Tel. Central No. 140.

THE FRENCH NOTE.

REPLY TO BRITISH CRITICISM.

The French reply to the British Note of August 11th was published in Paris on August 22nd in a Yellow Book. It is dated August 20th, is addressed to Lord Curzon as Secretary of State for Foreign Affairs and is signed by M. Poincare. To the Note proper are added two annexes.

M. Poincare begins with a long historical review, in which he recalls the provisions made for the payment of reparations by Germany, stating that from the first the Reparation Commission noted the ill-will shown by Germany to all its demands.

Declarations by Mr. Lloyd George in respect to German evasions are quoted and reference is made to the London Ultimatum of March, 1921, when it was announced that if Germany did not meet the wishes of the Allies the towns of Duisburg, Ruhrort, and Dusseldorf would be occupied, as well as other measures taken. Germany at that time gave way, and there followed in May, 1921, the fixing of the total German payments by the Reparation Commission. Not long afterwards Germany again sought to evade her obligations, while in the meantime she pursued at home a policy of reckless squandering and waste. Then came the cessation of payments by Germany, followed by the declaration of the Reparation Commission that Germany was in voluntary default.

THE CHIEF POINTS.

The chief points in M. Poincare's Note may be summarized as follows:—

The occupation of the Ruhr is legal and within the terms of the Treaty of Versailles.

Resistance in the Ruhr does not come from the population, but at the injunction of Berlin.

Once passive resistance shall have ceased the occupation of the Ruhr will be modified.

France has no desire to remain in the Ruhr longer than is necessary, and has neither political nor annexationist aims.

"Germany can pay us pretty quickly what she owes us."

France asks her Allies at least to credit her in "A" and "B" bonds with 26 milliards (£1,300,000,000) and to reserve for her in "C" such sums as may be claimed from France under the head of Inter-Allied debts.

France has never repudiated the debt contracted during the war either to England or the United States, but "we cannot pay it until we have received from Germany what Germany owes us. We shall claim from Germany, over and above the 26 milliards, whatever is claimed from ourselves."

The Treaty of Versailles has given to the Reparation Commission all the powers which could be attributed to the committee of experts proposed by Great Britain and by Germany.

Now, when Germany has succeeded in bringing about her temporary bankruptcy is not the moment to estimate her capacity to pay.

France does not contemplate the ruin of Germany; her interest is that her debtor should see better days. But she must not be allowed, at the expense of France and the other Allies, a too rapid recovery which would result in her commercial and industrial hegemony.

"We request that the Reparation Commission should be allowed to carry out its task."

"We cannot make ourselves jointly responsible with Germany towards England for payment of the British debt to the United States."

"We are quite ready to take the present situation of Germany into account in the general settlement of reparations and Inter-Allied debts."

In the first Annex M. Poincare replies, paragraph by paragraph, to the British Note of August 11th. M. Poincare declares that France cannot understand British disappointment, but is convinced that the good will of the two Governments will not take long to reach an agreement. Other points in the Annex are:—

France does not give up one centime of her reparation claims.

France will not abandon the pledge which we hold until after complete payment of reparations.

We know that Germany is and will always be rich enough to pay us; all that is required is that she should wish to do so.

It is no good waiting for Germany to recognize her debts as just. Germany hitherto has given no proof of good will.

There is no need to refer any differences to a Court of Arbitration. France need only quote previous statements by the British Government.

We went into the Ruhr to arouse in the German Government the will to pay.

"We will not evacuate the Ruhr in return for fresh promises; it is payment that we want." France is in nowise responsible for the economic crisis. Germany has upset everything.

A CRAWL OF 100 MILES.

Professor House's decision to crawl on all fours one hundred miles next June and eat anything he can catch and cook on the way, even dogs and mice, "just to show that it can be done," excites some derision, but the man seems sincere, and went several miles on August 19th in preparation. It is presumed that cinema firms will be interested, and Professor House, being professor of literature at Nebraska, Omaha, will know how to describe his adventure for the magazines. One hundred years ago an old wounded trapper in Nebraska accomplished exactly the same feat.

Since 1885, when cremation was first legalized, 27,427 have taken place in the fifteen crematoriums in England and Scotland. Last year the total number of cremations was 2,009.

THE FOOD QUESTION.

One of the wiseacres in the Mother of Parliaments has had a brain wave. "The food question" he says, "will be acute for the next ten years." Anybody could have told him that! The food question is always acute—to some people! There are uncounted thousands—heaven help them!—who can't get enough food. There are shoals of people, who—for years—have had to put up with food they wouldn't have looked at, once upon a time. And some people, who can get food, wholesome food, can't get any real benefit out of it. Why? Perhaps the unnatural excitements of the last few years have played havoc with our digestive systems.

After all, the digestive system isn't cast iron. Really, it is of a delicate, complex character, all too liable to become a little deranged, perhaps through some apparently trifling cause. Many a man or woman will feel well to-day. Then, to-morrow, up goes the temperature a few degrees, and that same man or woman is soon conscious of lost appetite and decreased vigour.

Sometimes we can't even be sure of the cause, but we are quite sure that we feel "a little off the mark." Now that kind of thing isn't very important unless it continues, but if it does continue, good-bye to health and happiness.

In place of radiant health, and the feeling that it is good to be alive, what do we get? Why! Just the opposite! A miserable existence and the horrible feeling that perhaps life isn't worth living after all. Our food—well! We don't relish it, and it gives us pain, when we eat it. Then we have flatulence, perhaps, or biliousness, or constipation, with constant headaches, until we feel "played out." And all because our digestive system has lost tone and strength.

Now some people, when they feel out of sorts, say they're going to be right-down ill; but experienced folk say they are going to get well again quickly, by taking the well-tried remedy, Mother Seigel's Syrup, which is the very thing to banish all such troubles, quickly and surely. This world-famous stomach and liver tonic acts directly upon the organs of digestion, and tones, strengthens and stimulates them to healthy activity.

In this simple, natural way, it ensures perfect digestion. Consequently, the evil effects of indigestion are entirely removed. Appetite returns, but there is no pain—no sense of fulness—after we have eaten. We begin to digest our food easily and naturally, and to secure from our food the nourishment it contains the nourishment essential to health and strength.

Mother Seigel's Syrup has helped countless thousands to banish stomach and liver troubles, and to-day, after fifty years, it is still the pre-eminent remedy for all digestive disorders. Put it to the test to-day.—R320

Flashes of the Past

That is Just What Good Pictures are; They bring the Past back to Life.

Take Pictures To-day: To-morrow; and Everyday.

A. TACK & Co.,

26, DES VŒUX ROAD, CENTRAL.

THE NEW FRENCH REMEDY.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Kidney Ostalgia. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.

SOLD BY LEADING CHEMISTS. DEPOT IN HONGKONG: A. S. WATSON & Co., Ltd.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

	SAILINGS SUBJECT TO ALTERATION.		
TIENTSIN via CHEFOO ...	"CHEONGSHING"	Saturday,	29th Sept., Noon.
MANILA ...	"MINGSANG"	...Saturday,	29th Sept., 3 p.m.
SANDAKAN ...	"MAUSANG"	...Tuesday,	2nd Oct., Noon.
BANGKOK via SWATOW ...	"KWAISANG"	...Tuesday,	2nd Oct., Noon.
TSINGTAU via SWATOW & SHANGHAI ...	"TAISANG"	...Wednesday,	3rd Oct., 10 a.m.
KOBE via AMOY ...	"LAISANG"	...Thursday,	4th Oct., Noon.
BANGKOK via HOIHOW ...	"CHUNSANG"	...Friday,	5th Oct., D.L.
HAIPHONG via HOIHOW ...	"LEESANG"	...Friday,	5th Oct., 8 a.m.
SHANGHAI via SWATOW ...	"WAISHING"	...Friday,	5th Oct., Noon.
SHANGHAI via SWATOW ...	"YUSANG"	...Sunday,	7th Oct., D.L.
STRAITS & CALCUTTA ...	"HOSANG"	...Monday,	15th Oct., 3 p.m.

CALCUTTA LINE — This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels, with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG", both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kudat Jesselton, Labuan, Tawao and Labad Dato.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwai and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Monday, 15th Oct., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,
GENERAL MANAGER.

TELEPHONE CENTRAL No. 215

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS. Vessel.	Due Hongkong	HOMEWARDS. Vessel	Leaves H'kong.	Discharges
"CARMARTHENSHIRE"	16th Oct.	"PEMBROKESHIRE"	...	2nd Oct., London, Rotterdam and Hamburg.
"GLENAMOY" ...	22nd Oct.			
"GLENGARRY" ...	1st Nov.	"GLENLUCE" ...	19th Oct.,	Genoa, L'don, Antwerp, Rotterdam & Hamburg.
"GLENAPP" ...	15th Nov.			

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.

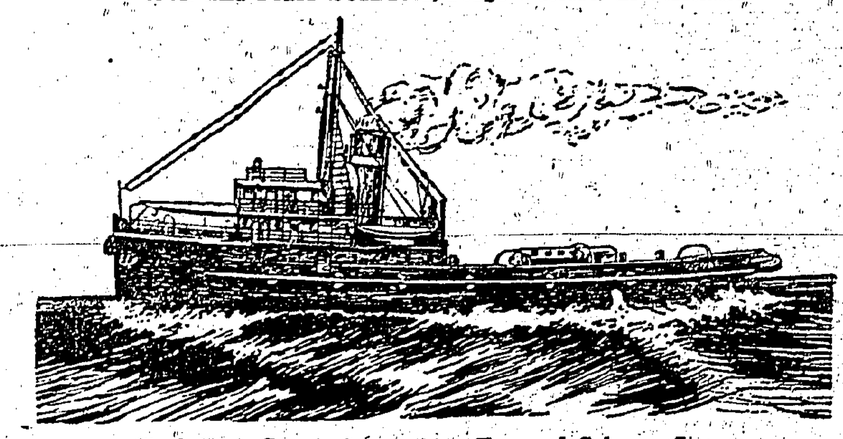
Telephone: Central No. 215 sub-ex. 23 and Central 3696.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

CODES USED A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P., Breadth 34' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER. B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS.

September 27th.

Celebes Maru, Japanese str., 4,258 tons, Capt. T. Nishimura, from Bombay and Singapore, with a general cargo.—O.S.K.

Cochinchine, French str., 1,097 tons, Capt. P. B. Morganti, from Haiphong, with a general cargo.—Kai Yue & Co.

Eurypylus, British str., 3,562 tons, Capt. C. F. Melling, from Hamburg and Singapore, the latter port she left on September 22nd, with a general cargo.—B. & S.

Hok Canton, Chili str., 288 tons, Capt. Leung Long, from Kwang Chow Wan, with a general cargo.—Hong On S.S. Co.

Kashing, British str., 1,143 tons, Capt. A. N. Taylor, from Saigon, with a general cargo.—B. & S.

Pooler, Chinese str., 314 tons, Capt. Lai Yee, from Kwang Chow Wan, with a general cargo.—Tung Woo & Co.

September 28th.

Chungshing, British str., from Canton.

Chungwo, Panama str., from Canton.

Hsieh Wu, Chinese str., 2,760 tons, Capt. T. A. Lee, from Chinwangtao, with coal.—Dodwell & Co.

Kishu Maru, Japanese str., 1,567 tons, Capt. H. Ohuchi, from Keelung, with coal.—O.S.K.

New Mathilde, British str., from Canton.

Saigang, British str., from Canton.

Taito Maru, Japanese str., 1,975 tons, Capt. S. Arai, from Keelung, with coal.—Y.K.K.

Tamba Maru, Japanese str., 3,559 tons, Capt. N. Wada, from Moji, with a general cargo.—N.Y.K.

Tjileboet, Dutch str., 3,035 tons, Capt. J. P. Schatvenburg, from Yokohama and Amoy, with a general cargo.—J.C.J.L.

Wawaloam, American str., 3,729 tons, Capt. J. D. Methot, from Portland, Ore., and Nagasaki, the latter port she left on September 24th, with a general cargo.—Arnhold & Co., Ltd.

Wing Shek Kung, British str., from Canton.

CLEARANCES.

September 28th.

Ariake Maru, for Hongay.
Chunghing, for Canton.
Chungwo, for Canton.
Cochinchine, for Canton.
Derawongse, for Hoihow.
Eurypylus, for Shanghai.
Eumeus, for Shanghai.
Hermelin, for Bangkok.
Hoang, for Amoy.
Kuying, for Amoy.
Kojun Maru, for Canton.
Newchwang, for Hongay.
New Mathilde, for Haiphong.
Soshu Maru, for Swatow.
Saigang, for Shanghai.
Tjilebeet, for Singapore.
Tungshing, for Swatow.
Vulcanus, for Tamsui.
Wingtai, for Kongmoon.
Yunan, for Hoihow.

PASSENGERS.

DEPARTURES.

Per s.s. *President Wilson*, on September 28th. For Manila:—Mr. M. Arango, Dr. G. C. Ballard, Mr. M. Billmire, Mr. P. Bregendahl, Mr. C. Bubond, Mr. L. Clemente, Mrs. M. A. Corp, Miss M. Corp, Mr. E. Cruz, Mr. G. H. Caulton, Mrs. V. Dobrotinic, Mr. F., Mrs. and Miss Gonzales Diez, Mrs. S. F. Gaunt, Misses M. Gaunt (3), Mr. H. S. Genung, Mr. H. Hartery, Mr. W. D. Hopson, Mr. J. Wayne, Mr. J. Leon, Mr. I. Lacson, Mrs. C. Lacson, Mr. J. M. Milling, Mr. R. L. Parker, Miss M. S. Schultz, Mrs. B. Schwartzkopf, Mr. and Mrs. C. N. Vandervoort, Mr. and Mrs. A. A. Werner, Mr. and Mrs. C. C. Williams, Col. J. N. Welfson, and several Chinese saloon passengers.

Per N.Y.K. s.s. *Tango Maru*, on Sept. 29th:—Mr. R. H. Sheldon, Mrs. J. Wilson, Mr. and Mrs. N. C. Brodie, Capt. F. K. Tomlinson, Mrs. Graham, Lady Hackett Moulden, Mrs. G. B. Mercer, Miss F. M. Davies, Mr. H. N. Wade, Mr. H. G. Howell, Miss F. Howell, Miss A. Howell, Mr. C. Lillie, Mr. and Mrs. C. W. Bowley, Miss H. F. Cohen, Mrs. S. J. Joseph, Mr. G. A. Rawson, Mr. Krekovitch, Mr. D. Morgan, Mr. R. Chester, Mr. R. W. Chester, Mr. and Mrs. C. F. Davies, Mr. A. E. Plaxin, Mr. J. Campbell, Mr. B. Bharoomal, Mr. D. Jessamal, Mr. H. Matharam, and many Japanese passengers.

SHIPPING MOVEMENTS.

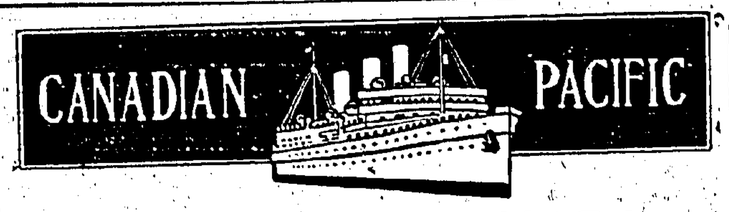
The R.M.S. *Empress of Canada* arrived at Kobe on Thursday, September 27th, at 9 a.m., and left the same day at 6 p.m. She was due at Shididzu at 9 a.m., yesterday (Friday).

The P. & O. s.s. *Sardan* left Singapore for this port on Monday, the 24th inst., at 5 p.m., and is due here on Sunday, the 30th inst., at about 6 a.m.

The s.s. *Adratna* (Blue Funnel), from Liverpool, left Singapore on the 27th inst. for this port, and is due here on October 1st.

The s.s. *Hyson* (Blue Funnel) arrived at London on the 26th inst.

The s.s. *Glaucus* (Blue Funnel) left Liverpool on the 22nd inst. for Singapore, Hongkong, Shanghai and Tsingtau, and is due here on or about October 24th.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec

	From Hongkong	Due Vancouver		From Canada	Due England
Empress Russia	Oct. 4	Oct. 22	Empress Britain	Oct. 27	Nov. 2
Empress Asia	Oct. 25	Nov. 12	Minnedosa	Nov. 21	Nov. 28
Empress Canada	Nov. 17	Dec. 3	Melita	Dec. 18	Dec. 20
Empress Russia	Nov. 29	Dec. 17	Minnedosa	Dec. 22	Jan. 3
Empress Australia	Dec. 21	Jan. 9	Marburn	Jan. 16	Jan. 23

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE.

£120 £112—£110

First class throughout. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS		LEAVE HONGKONG
TAIYO MARU (omit Shanghai)	22,000 tons	Oct. 8th.
KOREA MARU	20,000 tons	Oct. 17th.
TENYO MARU	22,000 tons	Oct. 27th.
SHINYO MRUA (calling at Manila and Keelung)	22,000 tons	Nov. 18th.
SIBERIA MARU (calling at Dairen)	20,000 tons	Nov. 28th.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDO, AFRICA AND IQUIQUE.

THENCE BY TRANS-ANDEAN ROUT TO BUENOS AYRES.

STEAMERS	TONS.	LEAVE HONGKONG
ANYO MARU	18,700	October 20th.
SEIYO MARU	14,000	December 4th.
RAKUYO MARU	18,500	January 15th.

JAPAN-HONGKONG-JAVA SERVICE.

between

OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOURABAYA.

STEAMER	DESTINATION	LEAVE HONGKONG
PERSIA MARU	(Moji, Kobe and Osaka)	October 2nd, 5 p.m.

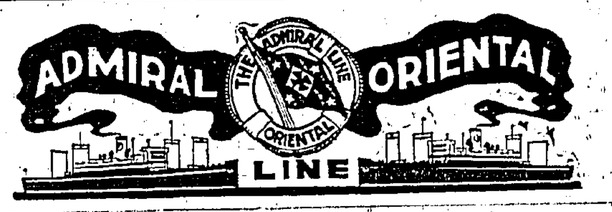
NEW YORK LINE. (Freight only.)

VIA JAVA AND SUEZ.

STEAMER	LEAVE HONGKONG
MEIYO MARU	October 18th.

For full information regarding Passengers, Freight & Sailings.

Apply to:— Y. TSUTSUMI, Manager.
Agents at Canton: King's Building.
Messrs. T. E. GRIFFITH. Tel. No. C. 2374 & 2375.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT McKINLEY" ... ...Oct. 1st.
"PRESIDENT JACKSON" ... ...Oct. 13th.

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building (Ground Floor).

Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

VESSELS EXPECTED.

Bakersfield (Admiral Oriental), due Oct. 18th.
Benalder (Ben Line), due to-day.
Benvorlich (Ben Line), due October 18th.
Chili (M.M.), due October 10th.
Machaon (Blue Funnel), due Oct. 16th.
President Jackson (Admiral Oriental), due Oct. 2nd.
President McKinley (Admiral Oriental line), due to-morrow, 7.30 a.m.
R. C. Richmers due October 1st.
Sofala (B.I. & Apcar), due Oct. 4th.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

PRICE .. .. $5.

DAILY PRESS OFFICE.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS:—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

PAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON" ... ... Thursday, Oct. 4th, at 5 p.m.
S.S. "PRESIDENT TAFT" ... ... Wednesday, Oct. 10th, at Noon.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

S.S. "PRESIDENT TAFT" ... ... Monday, Oct. 1st, at 5 p.m.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FAULK" ... ... Oct. 4th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st FLOOR, QUEEN'S BUILDING, HONGKONG.

Cable Address: "SOLANO." Tel. Central 141, " " 3322. Canton Agents: HOLYOAK, MASSEY & CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada. Through passage rates to Europe via America G.$405, G.$420, G.$440.

KAGA MARU ... ... Monday, 15th Oct., at 11 a.m.
IYO MARU ... ... Thursday, 4th Nov., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKOZAKI MARU ... ... Monday, 8th Oct., at 4 p.m.
HAKUSAN MARU ... ... Monday, 22nd Oct., at 4 p.m.

HAMBURG via LONDON & ROTTERDAM

MATSUMOTO MARU ... ... Sunday, 7th Oct.

LIVERPOOL via MARSEILLES & VALENCIA.

LYONS MARU ... ... Wednesday, 31st Oct.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU ... ... Wednesday, 17th Oct., at 11 a.m.
AKI MARU ... ... Wednesday, 14th Nov.

NEW YORK & BOSTON via PANAMA.

TOBA MARU ... ... Wednesday, 17th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

SADO MARU ... ... Wednesday, 10th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

AWA MARU ... ... Sunday, 7th Oct.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... ... Thursday, 11th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

CALCUTTA MARU (Omitting Shanghai) ... Thursday, 4th Oct.
ROZAN MARU ... ... Saturday, 6th Oct.
KAMO MARU ... ... Saturday, 13th Oct.
WAKASA MARU ... ... Tuesday, 16th Oct.

For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nos. 292, 293 & 2422. F. OGURI, Manager.

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER

BY

CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags.

PRICE... ... ... $1.75.

On Sale at

Hongkong: "DAILY PRESS" Office.
" Messrs. KELLY & WALSH, LTD.
" Messrs. BREWER & Co.
Canton: Messrs. A. S. WATSON & Co.

FOR EUROPE AND AMERICA

INDIA, AUSTRALIA, &c.,

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

Is given of the

HONGKONG WEEKLY PRESS

WHICH is incorporated

"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance, $13 per annum, including Postage to any part of the world. $14.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong.—30th September, 1923, 18th Sunday after Trinity. Holy Communion (8 a.m.); Matins (11 a.m.); Responses, Ferial; Venite, No. 19 (Lupton); Psalm, 103, No. 28 (Luther); Te Deum Woodwood, Smart, Turle; Benedictus, No. 17 (Attwood); Anthem, "Sun of my soul" (Edward Turner); Hymn, 173.

N.B.—Psalm 103, verses 1, 2, 19, 20, G.P. in unison.

Hymn 172, verses 1, 7 in unison.

Evensong (6 p.m.); Responses, Ferial; Psalm, 107 (Crotch); Magnificat, No. 31 (Hopkins); Nunc Dimittis, No. 6 (Lloyd); Hymns, 540, 291, 223.

[115

UNION CHURCH (Kennedy Road.—Sunday Services, September 30th, 1923.

Morning Service at 11 o'clock.
Psalm: 48; Hymns: 722, 531, 535.
Evening Service at 6 o'clock.
Hymns: 111, 145, 527, 638, 340.
Preacher:—Rev. J. Kirk Maconachie.

[1589

FIRST CHURCH OF CHRIST SCIENTIST, MacDonnell Road (below Bowen Road Train Station).—Sunday, 11.15 a.m. Wednesday, 8.45 p.m. [193

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESSES	FROM
Tanyuken Apenoto	Osaka
Julia Hatch	Peking
P. H. Burnett	Kobe
Tsuchihashi Kataro, *Harumamaru*, Yusen	Kobe
Miyagawayoneji, *Harumamaru*, Yusen	Kobe
Rosekiud	Kobe
Bonarides	Hamburg
Titsauting Wongyuksung, 23, Hinghon Road ...	Tientsin
George Wei, Zuicheong and Co., Wanchai	Amoy
Yuenluonshin	Chefoo
Tangtsun	Shanghai
Wonghunghee, Second Executumaje Street	Weihaiwei
Wanginfun, c/o Singhingkee Co., Takfu Street ...	Kobe
Suileung, Yuwoloong Soohong Street ...	Shanghai
Chenchungchang, Great Eastern Hotel	Shanghai
Wongkokfung, Sunhinghong (2)... ...	Shanghai
Chenchungchang, c/o Chuangchang Bank, 214, Queen's Road Central ...	Shanghai
Chenchungchang, c/o Chuantungchuan, 214, Queen's Road Central	Shanghai
Kinsoon	Kobe

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

NUMBER	ADDRESS	FROM
8438 10th.	Austin, Passenger, *Empress Canada*	Shanghai
16412/23rd.	Baboud ...	Shanghai
12336/47th	Frank Binning Royal Exchange	Calcutta
17715/21th	Happiness	London

WEATHER REPORT.

September 28th at 17.5.8—Pressure has decreased considerably at Chefoo, other changes are slight. The typhoon apparently remains stationary about 200 miles N.E. of Apparri.

Hongkong rainfall for the 24 hours ending at 18 hours, 28th September, 0.20 inch. Total since January 1st, 8870 inches, against an average of 75.13 inches.

The forecast for the 24 hours ending at 18 hours, 29th Sept., is as follows:—

DISTRICT	FORECAST
Formosa Channel ...	N.E. winds, fresh.
Hongkong to Gap Rock	E. winds, moderate; fine generally.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 28th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.75	29.79	29.75
Temperature ...	81	74	85
Humidity ...	77	88	50
Wind Direction	E	Calm	W
" Force ...	2	0	2
Weather ...	o	c	b
Rain ...	0.73	0.00	0.20

Highest open-air Temperature on 27th ... 82
Lowest open-air Temperature on 28th ... 74

HONGKONG TIDE TABLE

From Sept. 29th to October 8th, 1923.

Days of Week	Days of Month	High Water. H'kong Standard Time.	High Water. Height	Low Water. H'kong Standard Time.	Low Water. Height
		h. m.	ft. in.	h. m.	ft. in.
Satur.	29	m 11 55	5 5	m 5 50	2 7
		11.23 a	6 8	5 32 a	3 6
Sun.	30	0 27 a	1	m 6 32	2 8
		11 50 a	6 6	5 53 a	3 9
Mon.	1	1 33 a	4 7	m 7 22	3 0
				6 8 a	4 2
Tues.	2	m 0 26	6 5	m 8 32	3 1
		3 27 a	4 5	8 18 a	4 4
Wed.	3	m 1 18	6 5	m 10 6	3 1
		No interferior	high	nor low	water.
Thur.	4	m 2 31	6 4	m 11 22	2 9
		6 48 a	4 8	30 a	4 8
Fri.	5	m 4 4	6 5	0 20 a	2 6
		6 46 a	5 7	11 8 a	4 6

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF LINCOLN" ...12th October ...Marseilles, London, Rotterdam & Hamburg.

PASSENGER SERVICE.

"CITY OF KARACHI"	.....21st October	.....Shanghai and Kobe.
"CITY OF KARACHI"	.....27th November.....	.....Marseilles & London.
"CITY OF PARIS"	..... 2nd January	Do.
"CITY OF CANTERBURY"	.....21st February	Do.
"CITY OF YORK"	.....30th March	Do.
"CITY OF CAIRO"	..... 15th April	Do.

FARES TO LONDON.

Steamer	1st Class "A"...£ 92.	"B"...£ 84.	2nd Class "A"...£ 62.	"B"...£56.
Steamer	"A"... 161.	"B"... 147.	"A"... 108.	"B"... 98.

For further particulars apply to— THE BANK LINE, LTD. (Tel. Central 780).

or to HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

'BLUE FUNNEL' LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S.	"PERSEUS"	...via Suez Canal	5th Oct.
S.S.	"KARONGA"	...via Suez Canal	15th Oct.
S.S.	"ALCINOUS"	...via Suez Canal	25th Oct.
S.S.	"CITY OF ORAN"	...via Suez Canal	5th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice

For freight and particulars apply to—

SUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) HONGKONG AND CANTON. THE BANK LINE, LTD., HONGKONG. HOLYOAK, MASSEY & CO., LTD., CANTON. [17

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Prd. Arr. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailing from Hongkong for Marseilles.
AMBOISE	—	—	1st Oct.
CORDILLERE	—	—	15th Oct.
ANGERS	—	—	30th Oct.
CHILI	7th Sept.	10th Oct.	13th Nov.
PORTHOS	21st Sept.	24th Oct.	27th Nov.
ANGKOR	5th Oct.	7th Nov.	11th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS: 1st Class.....£ 95. 0s. 0d. | 2nd ".....£ 68. 0s. 0d

B CLASS STEAMERS: 1st Class.....£ 89. 0s. 0d. | 2nd ".....£ 61. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

S.S. C. F. "LECOCQ" loading for ALGER, ORAN, HAVRE, ANTWERP, DUNKIRK, about 10th Oct., and may eventually call at Liverpool, Valence, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers).
Also through B/Lading issued to HELSINFORS, REVAL and RIGA.
Sailings subject to alteration without notice.

For full Particulars apply to:—

MESSAGERIES MARITIMES CO., 2, QUEEN'S BUILDING.

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFOONG	Capt. Ellis Walker	Sunday,	30th Sept., at 10 a.m.
HAICHING	Capt. J. S. Thomson	Tuesday,	2nd Oct., at 1 p.m.
HAIHONG	Capt. W. O. Passmore	Friday,	5th Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf, (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO., General Managers. [13

JAPAN COAL AND GENERAL IMPORTS & EXPORTS

AGENTS FOR:—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 1 PEDDER ST., HONGKONG

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MANTUA"	10,502	5th Oct., Midnight	B'bay., Mars., Gib., L'don. & A'werp.
"SOUDAN"	6,696	17th Oct.	S'pore., Penang, Colombo & B'bay.
"KARMALA"	9,098	19th Oct.	Mars., London & Antwerp.
"CALEDONIA"	7,622	2nd Nov.	B'bay., Mars., Gib., L'don. & A'werp
"NELLORE"	8,853	6th Nov.	Mars., London, Antwerp & R'dam
"SICILIA"	6,813	14th Nov.	S'pore., Penang, Colombo & Bombay
"MALWA"	10,941	16th Nov.	Mars., Gib., London & Antwerp.
"NYANZA"	7,023	24th Nov.	Marseilles, London & Antwerp.
"KALYAN"	9,062	30th Nov.	do.
"SOUDAN"	6,696	13th Dec.	S'pore., Penang, Colombo & B'bay
"DEVANHA"	8,092	14th Dec.	Mars., London & Antwerp.
"KAISAR-I-HIND"	11,430	28th Dec.	B'bay., Mars., Gib., L'don. & Awerp
1924.			
"KHIVA"	9,097	11th Jan.	MARSEILLES & LONDON via Usual Ports of Call.
"MACEDONIA	11,069	25th Jan.	do.
"KASHGAR	8,940	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMALA"	9,098	7th March	do.
"NALDERA"	15,993	21st March	do.
"DELTA"	8,087	4th April	do.
"CHINA"	7,852½	18th April	do.
"KALYAN"	9,062	2nd May.	do.
"KASHMIR"	8,960	16th May.	do.

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	6,949	8th Oct.	Singapore, Penang & Calcutta.
"TORILLA"	5,205	29th Oct.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	3rd Nov.	
"EASTERN"	4,000	1st Dec.	

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver (San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers (or Southampton and London) via Panama Canal

SAILING TO SHANGHAI & JAPAN

"SOUDAN"	6,696	2nd Oct., Noon	Shanghai.
"MALWA"	10,941	5th Oct.	Shanghai, Moji & Kobe.
"TORILLA"	5,205	6th Oct.	Shanghai, Moji & Kobe.
"SOFALA"	5,381	9th Oct.	Kobe direct.
"ST. ALBANS"	4,500	9th Oct.	Moji & Kobe.
"KALYAN"	9062	13th Oct.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information Passage Fares, Freights Handbooks, etc., apply to—

MACKINNON MACKENZIE & CO., 22, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S.	"CELTIC PRINCE"	on 4th October.
S.S.	"SLAVIC PRINCE"	on 31st October.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED, (Incorporated in Great Britain) St. George's Building [21

Telephone: Central 3185
Telegrams (Furnaprince)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore Colombo, Suez and Port Said
"LONDON MARU" ... ... Sunday, 30th Sept.

RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon Singapore, Colombo, Durban and Capetown.
"CANADA MARU" (Call at Montevideo) ... ... Friday, 2nd Nov.

BOMBAY via Singapore and Colombo.
"BORNEO MARU" (Call at Penang) ... ... Friday, 5th Oct.
"HIMALAYA MARU" ... ... Saturday, 20th Oct.

BANGKOK, HAIPHONG, & SINGAPORE.
"KISHU MARU" ... ... Tuesday, 2nd Oct.

CALCUTTA via Singapore & Rangoon.
"MALAY MARU" ... ... Friday, 19th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports
"ARABIA MARU" ... ... Wednesday, 3rd Oct.

NEW YORK via Japan Ports, San Francisco and Panama.
"HAGUE MARU" ... ... Beginning of Oct.

JAPAN PORTS—Kobe & Yokkaichi.
"AMUR MARU" ... ... Monday, 22nd Oct.

KEELUNG via SWATOW & AMOY.
"AMAKUSA MARU" ... ... Sunday, 30th Sept., 10 a.m.
"SUMA MARU" ... ... Sunday, 30th Sept., 10 a.m.
"KAIJO MARU" ... ... Sunday, 7th Oct., 10 a.m.

TAKAO via SWATOW & AMOY.

TAKAO & KEELUNG.
"SOURABAYA MARU" ... ... Thursday, 4th Oct.

For further particulars please apply to—

OSAKA SHOSEN KAISHA, K. SHIMA, Manager. [9

Central No. 4993.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI & TSINGTAO	"SUIYANG" ...	On 29th Sept., D.L.
HONGAY	"NEWCHWANG"	On 29th Sept., 10 a.m.
SHANGHAI	"SUNNING" ...	On 30th Sept., D.L.
SHANGHAI & NEWCHWANG ...	"KANSU"	On 30th Sept., D.L.
AMOY & SHANGHAI	"KANCHOW" ...	On 2nd Oct., D.L.
SWATOW & BANGKOK	"KIANGSU" ...	On 2nd Oct., Noon.
MANILA	"TAMING" ...	On 3rd Oct., 4 p.m.
SWATOW & SHANGHAI	"SOOCHOW" ...	On 4th Oct., 10 a.m.
HOIHOW & SINGAPORE	"CHINHUA" ...	On 5th Oct., 7 a.m.
SHANGHAI & TSINGTAO	"SINKIANG" ...	On 5th Oct., D.L.
CHEFOO & NEWCHWANG	"SHANSI" ...	On 6th Oct., D.L.

SHANGHAI LINE.—Excellent saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bs/Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.

TELEPHONE CENTRAL 88.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila Sandakan, & Aus. Ports
"TAIYUAN" —	6th October.	11th October.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports

For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LD.) Agents.

Telephone Central No. 36.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B.	"West Carmona"	Due Hongkong	2nd Oct.
		Leave Hongkong	3rd Oct.
U.S.S.B.	"Mursa"	Due Hongkong	25th Oct.
		Leave Hongkong	26th Oct.
U.S.S.B.	"West Cactus"	Due Hongkong	6th Nov.
		Leave Hongkong	7th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND P. I. PORTS.

U.S.S.B.	"West Sequana"	Due Hongkong	31st Oct.
		Leave Hongkong	1st Nov.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO SINGAPORE.

U.S.S.B.	"West Cactus"	Due Hongkong	1st Oct.
		Leave Hongkong	2nd Oct.
U.S.S.B.	"West Ivan"	Due Hongkong	30th Oct.
		Leave Hongkong	31st Oct.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES. INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building, Phone Central No. 3008.

K. A. HEYUM, Res. Agent. [122

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S.	"SURUGA"	sailing on or about 18th Oct.
S.S.	"BOLTON CASTLE"	sailing on or about 12th Nov.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.
REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S.	"VENEZIA"	sailing on or about 2nd Oct.
S.S.	"FIUME-L"	sailing on or about 2nd Nov.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S.	"ROSANDRA"	sailing on or about 2nd Oct.
S.S.	"VENEZIA"	sailing on or about end of Oct.
S.S.	"FIUME-L"	sailing on or about end of Nov.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... ... sailing from Calcutta on or about 25th Sept.
From Calcutta and Colombo
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED, Agents.

Telephone Central 1030.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Shanghai	*Kanchow*	29th Sept.
Manila	*Pres. Mckinley* ...	30th Sept.
Europe via Negapatam (Papers only London, 30th Aug.)	*Soudan*	30th Sept.
U.S.A., Japan and Shanghai... ...	*Pres. Taft*	30th Sept.
Batavia	*Persia Maru* ...	1st Oct
U.S.A., Canada, Japan and Shanghai	*Pres. Jackson* ...	2nd Oct.
London (Letters via Brindisi, 4th Sept.)	*Admiralen*	2nd Oct.
Shanghai	*Soochow*	2nd Oct.
Rangoon	*Sofala*	4th Oct.
Europe via Suez (Letters & Papers, London, 6th Sept., & Parcels 29th Aug.)...	*Malwa*	5th Oct.

OUTWARD MAILS

For	Per	Date.
Shanghai....	*Eurypylus* ...	Saturday, 29th, $ 3 0 A M
Swatow	*Fenglee*	8.30 A M
Hoihow	*Devanconsee* ...	9.00 A M
Japan	*Celebes Maru* ...	1.00 P M
Manila	*Mingsang* ...	2.00 P M
Saigon	*Wong-Shek-Kung* ...	2.00 P M
Straits, Ceylon, Mauritius, La Marques, S. Africa, India via Dhanushkodi & Bombay	*Tamba Maru* ...	2.30 P M
Fort Bayard	*Poo Lee*	3.00 P M
Shanghai...	*Sunning*	5.00 P M
Shanghai, Japan, Canada U.S.A., Central & South America, & EUROPE via VICTORIA, B.C. —due Victoria, B.C. 20th Oct.	*Pres. Mckinley*	Parcels, 29th, 5.00 P M Monday, 1st, Registration 8.00 A M Letters 8.00 A M
*Swatow, *Amoy and Formosa	*Suma Maru* ...	Sunday, 30th, 9.00 A M
Swatow, Amoy and Foochow... ...	*Haifoong*	9.00 A M
	OCTOBER.	
Saigon, *Straits, Ceylon, Mauritius, La Marques, South Africa, India via Dhanushkodi, Aden, Egypt and Europe via Marseilles—due Marseilles, 2nd Nov.	*Amboise* ...	Monday, 1st, Registration 1.45 P M Letters 2.30 P M
Amoy	*Kanchow*... ...	5.00 P M
Shanghai...	*Soudan*	Tuesday, 2nd, 10.30 A M
Sandakan	*Mausang*	11.00 A M
Swatow, Amoy and Foochow... ...	*Haiching*	Noon
Saigan	*Kishu Maru* ...	2.00 P M
Shanghai...	*Arabia Maru* ...	Wednesday, 3rd, 9.00 A M Parcels, 3rd, 5.00 P M
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via VANCOUVER, B.C.— due Vancouver, 20th Oct.	*Empr. of Russia*	Thursday, 4th. Registration 8.00 A M Letters 8.00 A M
Manila	*Pres. Jackson* ..	Thursday, 4th, 3.30 P M
Swatow, Amoy and Foochow ...	*Haihong*	Friday, 5th, Noon
Straits, Ceylon, Mauritius, La Marques, South Africa, India via Dhanushkodi, Bombay, Aden, Egypt and EUROPE via MARSEILLES—due Marseilles, 3rd. Nov.	*Mantua* ...	Parcels Noon Registration 5.00 P M Letters ... 5.00 P M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"AGAPENOR"	9TH OCT.	London, Rotterdam & Dunkirk.
"PHEMIUS"	16TH OCT.	London, Rotterdam & Hamburg.
"ATREUS"	30TH OCT.	London, Rotterdam & Hamburg.
"TEIRESIAS"	6TH NOV.	London, Rotterdam & Hamburg.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"PROMETHEUS	6TH OCT.	Marseilles, Harve, Liverpool & Glasgow.
"RHEXENOR"	10TH OCT.	Genoa, Marseilles, Liverpool & Glasgow
"MEMNON"	25TH OCT.	Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"TYNDAREUS"	27TH OCT.	Victoria, Seattle & Vancouver.
"PROTESILAUS"	20TH NOV.	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"PERSEUS"	6TH OCT.	via Suez and Boston.
"ALCINOUS"	25TH OCT.	via Suez and Boston.

PASSENGER SERVICE

"TEIRESIAS"	10TH OCT.	for Shanghai.
"TEIRESIAS"	6TH NOV.	for Singapore & London
"SARPEDON"	11TH DEC.	for Singapore, Marseilles & London
"PATROCLUS"	8TH JAN.	for Singapore, Marseilles & London
"MENTOR"	12TH FEB	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.),
AGENTS.

20

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:
York Building, Chater Road, Hongkong
BRANCHES:
Shanghai.—51, Kiangse Road.
Hankow.—British Concession.
CORRESPONDENTS IN:
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.
PROMPT SERVICE.
Attractive rates for all kinds of Deposits enquiries are welcome.

T. S. MAI,
Manager.
1961

THE CHINESE MERCHANTS BANK, LTD.
華商銀行有限公司
HEAD OFFICE:
Alexandra Buildings, Chater Road.
GENERAL Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

K. C. LAU,
Chief Manager.
381

COMMERCIAL.

OPENING QUOTATIONS.

28th September, 1923.

ON LONDON.—	
Telegraphic Transfer ...	...2/3½
Bank Bills, on demand ...	... 2/3 5/16
Bank Bills, at 30 days' sight ...	... —
Bank Bills, at 4 months' sight	2/3½
Credits, at 4 months' sight	...2/4 3/16
Documentary Bills, 4 months' sight	...2/4 5/16
ON PARIS.—	
Bank Bills, on demand ...	... 840
Credits, 4 months' sight	... 895
ON NEW YORK.—	
Bank Bills, on demand...	... 51⅞
Credits, at 30 days' sight	... 52⅛
ON BOMBAY.—	
Telegraphic Transfer ...	} 168
Bank Bills, on demand...	
ON CALCUTTA.—	
Telegraphic Transfer ...	} 168
Bank Bills, on demand ...	
ON SHANGHAI.—	
Bank Bills at sight ...	} nom.
Private, 30 days' sight ...	
ON YOKOHAMA.—On demand	... 106⅛
ON MANILA.—On demand	... 104⅛
ON SINGAPORE.—On demand	... 96⅛
ON BATAVIA.—On demand ...	... 134½
ON HAIPHONG.—On demand	} nom.
ON SAIGON.—On demand ...	
ON BANGKOK.—On demand...	... 81½
SOVEREIGN, Bank's Buying rate	...8.60
GOLD LEAF, 100 fine, per tael	... 48.80
BAR SILVER, per oz	... 31⅞

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong

Authorised Capital	$50,000,000
Paid-up Capital	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$24,500,000
Reserve Liability of Proprietors	$20,000,000

Court of Directors:
Hon. Mr. A. O. LANG—Chairman.
D. G. M. Bernard, Esq.—Deputy Chairman.
A. H. Compton, Esq. | W. L. Pattenden, Esq.
G. M. Dodwell, Esq. | J. A. Plummer, Esq.
G. T. M. Edkins, Esq. | H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—
J. McARTHUR, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 14th June, 1923. [27

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, 14th November, 1922. [23

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£3,800,000
Reserve Liability of Proprietors ...	£3,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hongkong, May 8th, 1923. [31

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital...	Frs. 72,000,000.00
Paid-up Capital ...	Frs. 63,400,000.00
Reserve Fund ...	Frs. 59,667,283.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mengtse	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondicherry	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Societe Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan and Co., French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
C. E. GOY,
Acting Manager.
Hongkong, October 1st, 1923. [32

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E C 3

Authorised Capital ...	£3,000,000
Subscribed Capital ...	£1,800,000
Paid-up Capital... ...	£1,050,000
Reserve Fund	£1,200,000

BANKERS
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Galle	Kuala Lumpur
Batavia	Hongkong	Madras
Bombay	Howrah	New York
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis (Mauritius)
Delhi	Kuala Bharu	
Rangoon	Shanghai	
Simla		
Singapore		

HONGKONG BRANCH:
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
N. C. WILSON,
Manager.
7, Queen's Road Central,
Hongkong, September 28th, 1923. [30

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)
Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Funds	Yen 12,180,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchieu, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTIES WESTMINSTER AND PARR'S BANK.
The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
S. KONDOH,
Manager.
HONGKONG BRANCH,
4, Des Vœux Road,
Hongkong, 7th September, 1923.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—
No. 10, Des Vœux Road C.,
HONGKONG.
Established 1919.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	500,000.00

DIRECTORS:
Mr. Pong Wai Ting, Chairman,
Mr. Chow Shou Son, Mr. Huynh Tai,
Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong
Mr. P. K. Kwok, Mr. Chan Ching Shek
Mr. Kan Chiu Nam, Mr. Ng Chak Lok.

Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 12 months at the rate of 5 per cent. per annum
KAN TONG PO,
Chief Manager.
Hongkong, February 26th, 1923. [34

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 75,000,000

HEAD OFFICE: YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Honolulu	New York	Tokyo
Harbin	Peking	Tsinanfu
Kai Yuen	Rio de Janeiro	Tsingtau
		Vladivostock

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
T. NISHIYAMA,
Manager.
Hongkong, 17th Sept., 1923. [39

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY.)
Established 1824.

A. Capital .....F.	100,000,000 £8,333,333
Paid-up Capital ...F.	80,000,000 £6,666,666
Reserve Fund .....F.	19,789,180 £1,647,432
Special Reserve ...F.	22,660,000 £1,888,333

Head Office:—Amsterdam.
Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.
BRANCHES:—

Bandjeomasin	Macassar	Shanghai
Bandoeng	Medan	Singapore
Bombay	Padang	Soerabaia
Calcutta	Palembang	Soerakarta
Cheribon	Pecalongar	(Solo)
Djembor	Penang	Tegal
Djokjakarta	Pontianak	Tjilatjap
Kobe	Rangoon	Weltevreden
Kota-Badja	Samarang	

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco., etc., etc.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.
W. H. GROSKAMP,
Agent.
Hongkong, August 14th, 1923. [37

THE BANK OF CHINA.
中國銀行
(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	18,278,600.00
Reserve Funds	9,629,425.24

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Co., New York.
Interest allowed on Current Account and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
TSUYEE PEI,
Manager.
Hongkong, September 8th, 1921. [33

Printed and Published by HENRY ADOLPHUS CARTWRIGHT for the HONGKONG DAILY PRESS, LTD. at 1A, Chater Road, Victoria, Hongkong; London Office: 131, Fleet Street, E.C.4.